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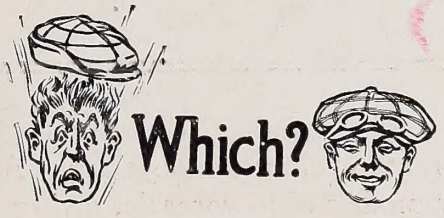
GOVERNMENT PRINTING OFFICE 11—8625

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

U. LIBRARY MAR 27 1911 PATENT OFFICE



Which do you prefer—to have the day-lights jolted out of you by riding a rigid frame machine, or would you rather ride

THE FLYING MERKEL

the only motorcycle with a Spring Frame and Spring Fork—a machine that eliminates all bumping, jarring, jolting, and makes the roughest roads seem smooth as city streets? Besides being the most comfortable of all motorcycles, "The Flying Merkel" has plenty of speed, as well.

SEND FOR OUR CATALOG "D"

Merkel-Light Motor Co.
POTTSTOWN, PENNSYLVANIA
MEMBERS OF M.M.A.

THE WORLD'S MOST COMFORTABLE MOTORCYCLE

Distributors for Northern California
Geo. A. Faulkner, Oakland

Chicago Branch
2127 Michigan Avenue

93848

Distributors for Southern California
Automotor Equip. Co., Los Angeles

New York, N. Y., Saturday, March 25th, 1911

APRIL TWENTY-NINE

is the date of the issue of the 1911 big annual "SPRING NUMBER" of the

THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

¶Coming at the real opening of the riding season, the "Spring Number" will be a timely guide to the sport of motorcycling and cycling. As usual it will illustrate and describe all the principal new models of motorcycle, giving details and prices that will aid the prospective buyer to determine his choice. All the world's motorcycle and cycle records will be given in tabular form. These are but two out of the array of special and pictorial features that will make this year's "Spring Number" as important an event to the sport and the trade as each "Spring Number" has been in the past.

¶Crystallizing in word and picture the joy of riding and of exploring the great outdoors, the special articles and the photographic reproductions will stir every drop of blood that has even a latent yearning for Nature and the conquering of distance. These special features are backed by practical information and dollars and sense facts that combine to make the "Spring Number" at once a delight to the mind and a wise counsellor to the pocketbook.

¶The great market place for machines and accessories that is provided in the advertising pages, too, will be a veritable treasure store of interesting and valuable information.

¶Copies of the 1911 "Spring Number" will be sent to any address on receipt of 10 cents for each copy. Orders should be placed now to insure prompt delivery. Think of every-one on your list of friends who should have a copy, and send 10 cents for each name.

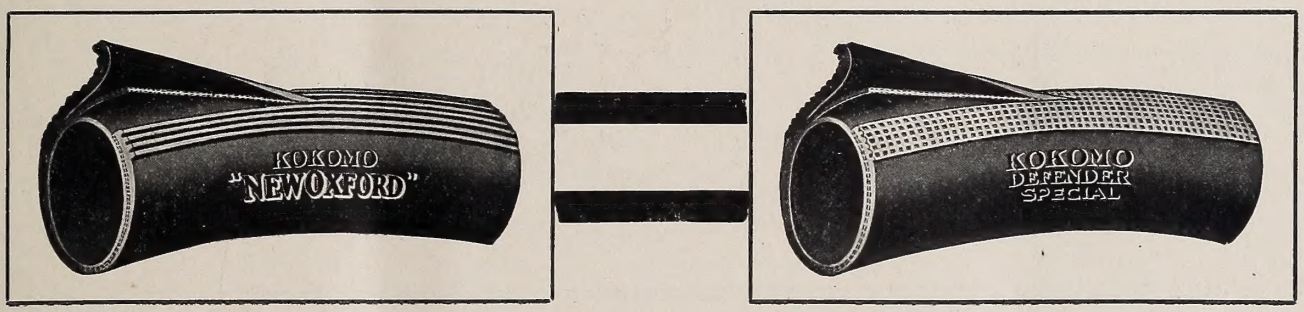
ADVERTISING COPY FOR THE "SPRING NUMBER" MUST BE IN EARLY

THE BICYCLING WORLD COMPANY

914 Tribune Building New York City

Spring pleasure and spring profits will soon be here, and will be aided by

KOKOMO



Bicycle Tires

Kokomo service and satisfaction has brought Kokomo Tires to prominence as one of the big factors in the cycle trade.

Are you profiting by what we offer you in Kokomo Tires?

KOKOMO RUBBER CO.

Kokomo, Ind., U. S. A.

PIERCE

"The superiority of the Pierce over all other motorcycles is conspicuous in design, construction, smooth riding qualities, and durability when in service."

The Best Service—The Best Satisfaction Can Only Be Given by the Pierce

Pierce motorcycles are sold in the leading trade centers of the country (and the world too); and everywhere, they are sold by the leading—the most progressive dealers. Listen: you can sell the Pierce in your store, and if you recognize the needs of your trade (*i.e.*, that they require good machines), if you consult your own best interests, you will make haste to secure the Pierce revenue-producing, customer-satisfying agency.

The single cylinder and four cylinder models satisfy every demand of the most exacting, most discriminating trade. For every country—rough or smooth—the Pierce will do the work best and will do it wholly. No hill is too steep; no road too long.

Every dealer—every rider should have our catalog "A." It is a handbook of excellence and contains convincing arguments of Pierce supremacy.

THE BELL-WETHERS OF THE INDUSTRY:

NEW YORK—F. A. Baker & Co.
CHICAGO—Edwards-Crist Co.
PHILADELPHIA—The Majestic Cycle Co. (Exclusive.)
BOSTON—The Angier Co.
BUFFALO—E. P. Seeber (Exclusive).
CINCINNATI—Ferd Stenger.
CLEVELAND—Casino Cycle & Supply Co.
DETROIT—Wm. E. Metzger.
INDIANAPOLIS—Geo. C. Detch Wheel Co.
LOS ANGELES—John T. Bill & Co.
LOUISVILLE—R. L. Davis.
MILWAUKEE—J. H. Kuenzli (Exclusive).
MINNEAPOLIS—Peterson's Cycle Hospital (Exclusive).
NEWARK—L. J. Wurth.
PITTSBURG—Motorcycle Exchange.
PORTLAND—Wyatt & Abbott.
ROCHESTER—Geo. L. Miner Co.
SAN FRANCISCO—John T. Bill & Co.
SEATTLE—Walker & Watson (Exclusive).
SPOKANE—Marsh Bros. (Exclusive).
ST. LOUIS—C. B. Jansky (Exclusive).
SYRACUSE—J. A. Seitz Co. (Exclusive).
WASHINGTON—Miller Bros. Auto & Supply House.
NEW ORLEANS—M. Zilberman.
DALLAS—J. W. Ruff.
TACOMA—F. R. Bunker.
NEW HAVEN—Isaac Setlow.
JACKSONVILLE—McGraw Bros. Co.
TOPEKA—Topeka Motor Car Co.
SCRANTON—C. C. Conrad (Exclusive).
DES MOINES—Spring Hub Bicycle Mfg. Co.

(We apologize to the few hundred additional Pierce agents whose names we could not publish. The list follows the census of important cities.)

We Also Manufacture Pierce Bicycles

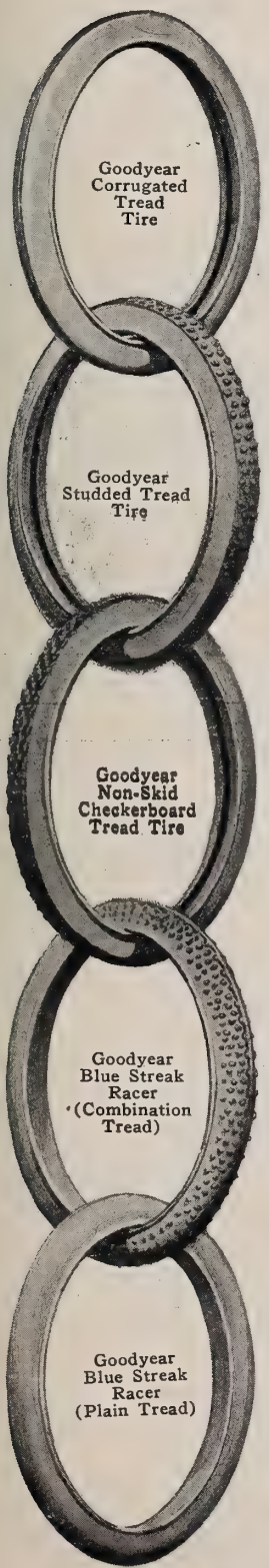
Known Everywhere and Sold by a Thousand Agents. Catalogue "B"

PROMPT DELIVERIES AND GOOD SERVICE

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch—Oakland, Cal.

Save Motorcycle Tire Expense—Use the Most Serviceable Tires



The very best tire you can get is the most economical in the long run. Tire value must be based on tire mileage.

The tire which wears longest—gives greatest mileage—is the **lowest-price** tire to the rider. For **all** the rider buys is **mileage.**

Getting **greater mileage** at the price you have been paying for **less** tire milage means a big saving of actual **cash.**

Do you want the **cash** you may now be wasting on tire expense? Do you want **more** mileage for the same price?

Then consider these facts about tires:

The competitive tire-mileage test, here described, will tell you **which** is the world's longest-wearing motorcycle tire—**which** is capable of **greatest mileage.**

This test—the most rigid ever given motorcycle tires—is accomplished on a great machine which revolves each tire on an axis with the tire's tread bearing down against a revolving "treadmill"—exactly the usage that tires get on your motorcycle.

All makes of motorcycle tires—purchased in the open market—are placed on the axis of the test machines.

Each manufacturer's tire is worn down to destruction to ascertain its mileage.

Then the Goodyear tire—the very duplicate of the tire you buy—is worn down to destruction.

The **Goodyear** motorcycle tire **must** give greater mileage than any other make—or its twin tires cannot leave the factory—so careful are we of the Goodyear's reputation.

Now, then, **which** tire must give greater mileage?

Which will cut your tire expense **in two?** Naturally the longest-wearing motorcycle tire—the Goodyear—will stop the waste of cash on tire mileage.

A Tire for Every Road Condition

You have a wider range of choice in types of **Goodyear** tires than in any other make of tire—for here are five **great** motorcycle tires, one for **every** road condition. No other manufacturer makes so many types.

One of these types is built for the special usage to which **your** machine is put.

For recreation purposes on give-and-take roads—the average use of a motorcycle—the greatest mileage can be secured in **THE GOODYEAR CORRUGATED TREAD TIRE.** The bulk of the rubber is on the **tread,** where it belongs—not on the **sides** as in commonplace tires. This feature alone, not allowing for its first-grade materials, adds to the mileage other tires give.

THE GOODYEAR STUDDED TREAD TIRE is built especially for travel on muddy country roads. When studs of other tires are clogged with mud and are worthless, the Goodyear is free from mud, for its studs are wider apart and cannot gather mud. This makes the Goodyear the most practical of all studded tread tires.

THE GOODYEAR NON-SKID TIRE prevents slipping on paved city streets. The spaces between the squares on the tread form a vacuum that permits only a forward motion of the tire. This is the best tire manufactured for traveling on slippery pavements. It prevents the falls that so often result disastrously.

THE GOODYEAR BLUE STREAK TIRES, built primarily for racing purposes. We have one Blue Streak tire for board-track racing and another Blue Streak tire for racing on dirt tracks.

At Los Angeles on February 7th DeRosier made a new world's speed record of one-half to 92 miles. He rode 92 miles on Blue Streak tires in 66 minutes and 35 seconds.

Go see the Goodyear at the nearest branch office or agency or at your dealer's. But be sure you write us today for our illustrated booklet on motorcycle tires. We will send you a copy by return mail.

GOODYEAR
Motorcycle Tires

The Goodyear Tire & Rubber Company, Moal St., Akron, Ohio

Branches and Agencies in All the Principal Cities.

(296)



B105—
BROOKS Motorcycle Saddle — made in two sizes, plain and padded tops.

"Saddle by BROOKS"—If you can say that when you offer the bicycle it will materially assist you in the sale, for the Saddle that bears that name constitutes a selling point of unequalled value.

Remember that

The BROOKS

is the original and only genuine Compound Spring Saddle—

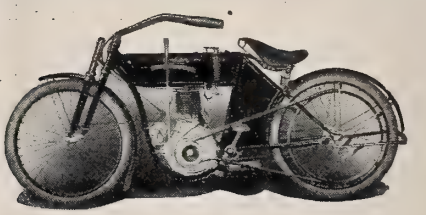
It means vibration vanquished and, to every man who rides it—perfect comfort—perfect luxury.

Hence, be wise, and make the BROOKS your standard fitment.

J. B. BROOKS & CO., Ltd., 73 Criterion Works, Birmingham, England

B250—
BROOKS Compound Spring Seat for Motorcycles of the non-pedalling type—made with either plain or padded top.





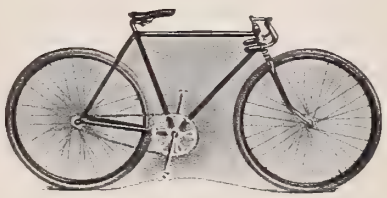
EMBLEM

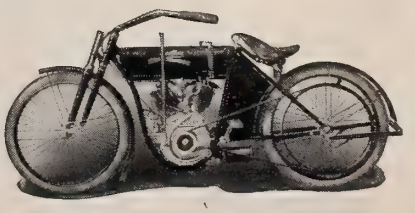
bicycles and motorcycles offer trade-winning and trade-keeping results to the dealer. Can you afford not to be fully informed?

EMBLEM MANUFACTURING CO.

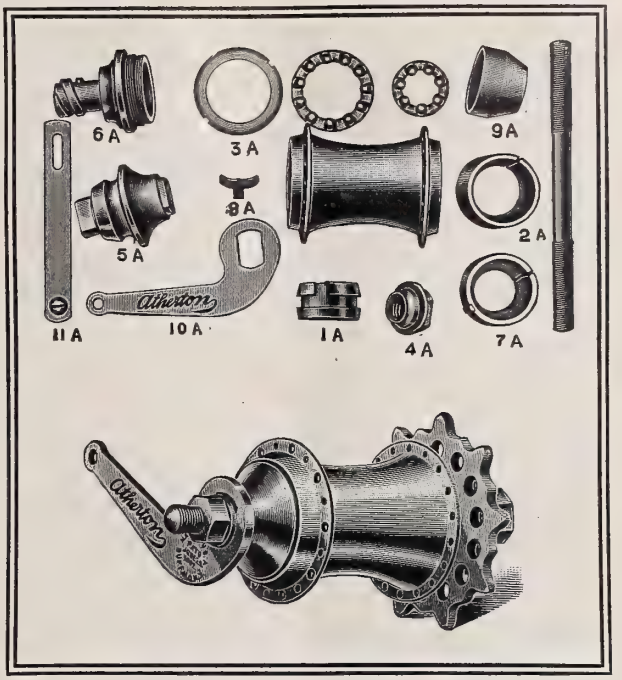
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.





Greater Development and More Simplicity



mark another advance in coaster brake construction, as exemplified in the

CONCAVE ATHERTON

More efficiency, with longer life, appeals to everyone, and this is the brake that can show both cause and effect so far as these qualities are concerned.

IT AFFORDS { **Perfect Braking — Absolutely Free Coasting**
Genuine Satisfaction and a Desire to Live Longer

Get the Up-to-Date Coaster Brake While You Are About It

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, NEW YORK

Licensed Coaster Brake Manufacturers

New Harley-

Here's the Policy

YOU have heard about "intensive farming." Over in France where land is very expensive the farmers have to get every franc that is possible out of a piece of ground. It is an actual fact that near Paris certain experts are making their small farms yield seven crops a year bringing them a profit of something like $6,000, in our money, per acre. That is "intensive farming" with a vengeance, and is almost beyond the conception of the average American farmer who is used to scattering his energies over a large number of acres.

Now the Harley-Davidson Motor Company has set out to carry into effect an "intensive sales" policy. We are going to give our dealers all the business they can handle, and, furthermore, are going to make enough machines to supply that demand throughout the whole season. Like the intensive farmer who works his farm to the limit, we are going to work our field to the limit, and this is the way we are putting the policy into effect:

We have mapped out and already have under way the largest and most expensive national advertising campaign that has ever been attempted by any manufacturer in the motorcycle field. As the old saying goes, we are "taking Time by the forelock." We are not waiting for the demand for motorcycles to be created of its own accord. We are creating that demand ourselves. Rather a big task you say. No, not if one goes at it right and analyzes and understands the market.

A folder outlining our plans in detail is now in course of preparation and will be in the hands of every Harley-Davidson dealer within the next few days. This folder, which is certainly an eye opener, gives all the details and shows the magnitude and importance of our campaign and contains many timely suggestions for our dealers which, if carried out, will result in almost immediate returns.

The Harley-Davidson Motor Company stands back of every machine it builds with an absolute guarantee, and has made good every promise it has ever made to its dealers and customers. Our policy has always been to protect our dealers. We make no sales direct. We sell only through dealers and protect these dealers in their own territory. What is more, we sell to no catalog or mail order houses.

We are on the right track—our dealers have told us so—we know we are and you know it too.

MOTOR HARLEY-DAVIDSON CYCLES

THE SILENT GRAY FELLOWS

Harley-Davidson

Member Motorcycle

154 - L - Street

Davidson Policy

Here's the Result

OUR campaign, as we said before, is now under way, and, although hardly started, is bringing results to our dealers in actual sales, to say nothing of thousands of inquiries to follow up for future business. Our folder tells in detail how these inquiries will be followed up.

The first ad we ran in the Saturday Evening Post appeared February 18th. The following letter was written February 20th, two days later, and speaks for itself:

Denver, Colo., February 20, 1911.

HARLEY-DAVIDSON MOTOR CO.,
Milwaukee, Wis.

Gentlemen:—Well, I guess that's some ad you carry in the Saturday Evening Post, because I sold a machine today to a man who never heard of a **Harley-Davidson** before in his life until he read that ad Saturday. It looked pretty good to him, so while he was in town today he hunted up the agency and I finally got a deposit of $75.00 which is for the magneto machine which should reach here tomorrow. The last magneto machine I got I sold yesterday, so I am not complaining at all, as I have been back in Denver two days and sold a magneto model each day, and the snow is four inches deep on the ground, too.

This man whom I sold to today came in town to close a deal for the sale of his farm, and while here hunted up the agency. His brother, who was with him, says he will get a machine, too, if this one shows up well, so I just figure that one sold, too.

I think that is a very well gotten up ad. There are few enough words so a man can remember a little of what he reads, and every word is right to the point. A great many people have called my attention to that, and I think it will pay.

Please rush along another of the magneto machines I have on order, as I have none here now and will very likely have that one sold before it gets here.

Yours very truly,
(Signed) W. W. WHITING.

In past years our advertising has been small. Season after season our entire output has been sold months in advance. In spite of repeated additions to our plant we could not make nearly enough machines to supply the demand, and instead of looking for more dealers, we devoted our energies to making machines. Last year we turned down hundreds of requests for agencies simply because our capacity made it impossible for us to take care of even the dealers we had.

But this year it's another story. We have trebled our capacity and have been making prompt deliveries ever since the season opened up. Way back in November we were on the job making 1911 deliveries in quantities. Many of our dealers have already sold more 1911 models than they sold during the entire 1910 season.

Until this year no dealer could get all the Harley-Davidsons he could sell, but in spite of this not one dealer has ever voluntarily given up the agency.

When a dealer takes the Harley-Davidson agency he does not sell Harley-Davidsons one year and change the next. He sells them year after year. He realizes that the agency becomes the greatest asset in his business, and you realize it too. Harley-Davidsons sell and when it comes to a real show-down the Harley-Davidson dealers get the business every time. Now be honest with yourself, don't they?

We want a dealer in every town in the United States—and some in other countries too. In some localities we have not yet made satisfactory arrangements and if you are seriously considering the Harley-Davidson line now is the time to get in your application. Next week, or even tomorrow, may be too late. This year is going to be a Harley-Davidson year—distinctly so. We know it, and you know it. Are you with us?

Motor Company

Manufacturers' Association

Milwaukee, Wisconsin

MOTOR
HARLEY-DAVIDSON
CYCLES

THE SILENT GRAY FELLOWS

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MOTOR HARLEY-DAVIDSON CYCLES

THE SILENT GRAY FELLOWS

Harley-Davidson Motor Company

Member Motorcycle Manufacturers' Association

154 - L - Street

Milwaukee, Wisconsin

MOTOR HARLEY-DAVIDSON CYCLES

THE SILENT GRAY FELLOWS



GRIPFAST TREAD

FISK
MOTORCYCLE TIRES



BAILEY TREAD

ONE QUALITY **TWO TREADS**

THE demand for these tires so quickly exceeded our anticipation that there has been during the past few weeks an unavoidable delay in filling orders. We are glad to announce that increased facilities will from now on enable us to make all shipments promptly.

Fisk tires are for the motorcyclist who is looking for mileage and positive protection against skidding or side slipping.

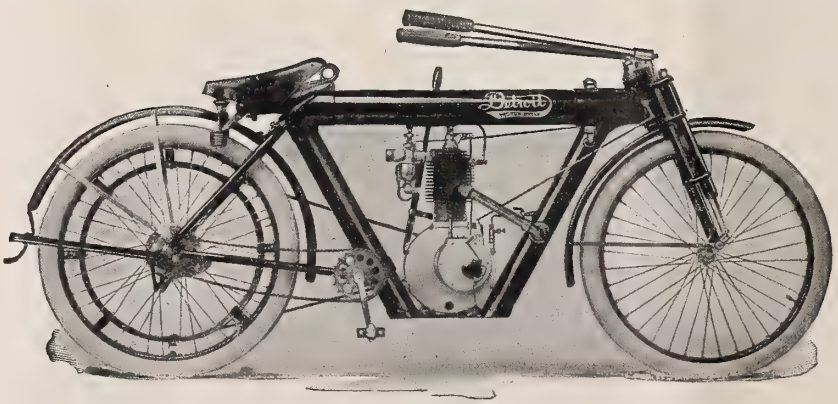
Write for Illustrated Booklet

THE FISK RUBBER COMPANY

Department E *Twenty-nine Direct Factory Branch Houses* **CHICOPEE FALLS, MASS.**

The Detroit MOTOR CYCLE

Clean—Strong—Durable Frame



This season's output will accommodate a few more good agents if orders are placed at once.

DETROIT MOTORCYCLE CO., Detroit, Mich.

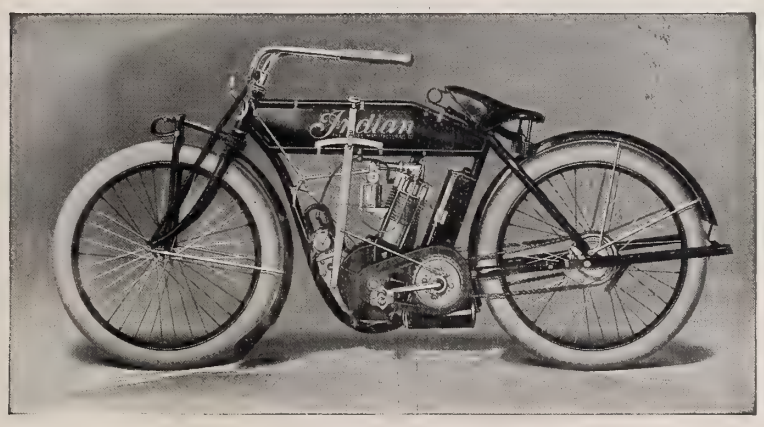
How's Your Wheel Base?

Do you appreciate the fact that

THE INDIAN

methods of construction permit of a wheel base that enables you to turn around without getting off, and hold turns safely?

Safe
Simple
Convenient



Sure
Comfortable
Satisfactory

Send for Handsome Illustrated Catalogue Free

THE HENDEE MANUFACTURING CO.

SPRINGFIELD, MASS.

Chicago Branch
1251 Michigan Avenue

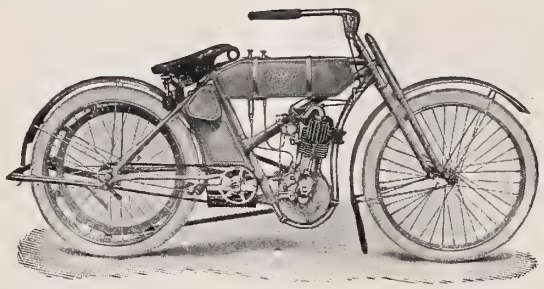
Pacific Coast Branch
759 Gough Street, San Francisco (Temporary)

London Depot
184 Gt. Portland Street

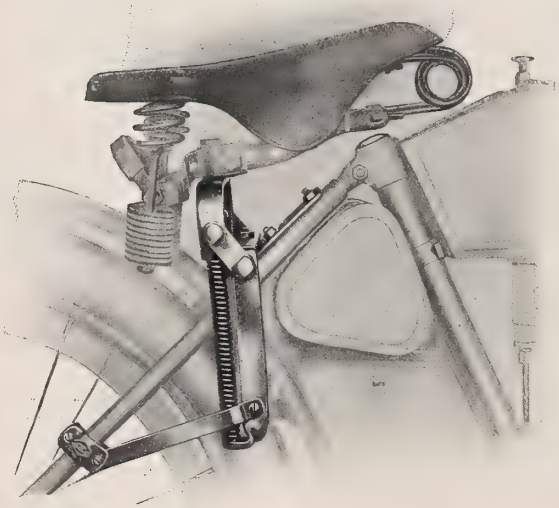
Wagner MOTOR CYCLES

"4"-"11" MODELS

"The machine that has made them all talk"



BATTERY OR MAGNETO
"V" or Flat Belt Transmission



"4"-"11" DE LUXE MODELS

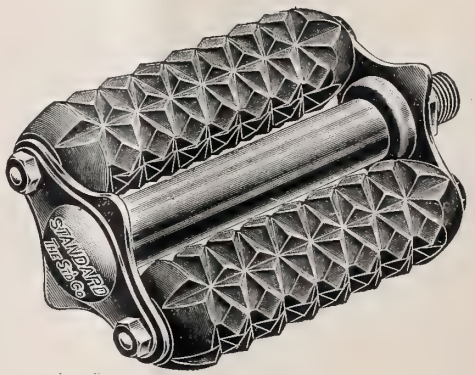
—regularly equipped with the "Perfect" Shock Absorber (see cut). All vibration and road shocks positively eliminated. Affords lower saddle position than is obtainable with any spring frame or similar device, and leaves frame construction unbroken—no hinges or joints to wear and wobble.

ASK FOR CATALOG "B."

Wagner Motorcycle Co.

ST. PAUL, MINN.

From the feet up, there is resilient comfort in the



No. 3 Standard Motorcycle Pedal

Plenty of rubber, of the kind that lasts a long, long time without wearing out or getting hard. Deep corrugations so that the foot clings to the pedal. The No. 3 Standard Motorcycle Pedals sell for $3 per pair.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

Send for descriptive circulars

The Standard Co.

TORRINGTON, CONNECTICUT

An American Machine with All-Weather Transmission

"The Minneapolis, an American machine, presents some interesting features. The engine is a single-cylinder of 5 H. P., and has side by side M. O. I. V. and a gear-driven magneto. A multiple-disc clutch and two-speed gear are mounted in one unit with the engine crankcase. Compound gears connect the drive from the engine-shaft to a countershaft enclosed in an extension of the back of the crankcase. The clutch is on the engine shaft, and the change-speed mechanism is on the countershaft. Thence the drive to the back wheel is by single chain running over even-sized chain sprockets. This gives the machine quite a neat appearance. The gears used are 4½ to 1 and 9 to 1. The clutch is controlled from the handlebar by the Bowden Cable, and the engine control is by twisting grips. Illustrations appear on this page showing the machine and the power unit."

Motor Cycling (London), February 21st, 1911.

TELEGRAMS, "CONQUESTUS, LONDON."
Code—"MASTER."

TELEPHONE: NORTH 2327.

Bowden Wire, Limited.

Manufacturers of the Bowden Wire Mechanism and Fittings, used in its numerous applications

BOWDEN
WIRE
MECHANISM

37/41 Pratt Street, Camden Town,
London N.W. February 27th, 1911.

MESSRS. J. S. BRETZ COMPANY,
250 West 54th St., New York.

Dear Sirs:--We enclose herewith cutting from "Motor Cycling", London, of the 21st inst., re Bowden Mechanism fitted as clutch control on the Minneapolis machine. We send this as we are glad to note that American motor cycle manufacturers are beginning to realize the advantages our Bowden control offers, and we think perhaps the time may not be far distant when the Bowden system will be as well known for this purpose on your side as an ours. We do not know a single manufacturer of motor cycles here who does not use the Bowden Wire Mechanism, and at the great Motor Cycle Show held in London in November last, in which a number of imported machines were also exhibited, there was not one without our system, and not infrequently four or five adaptations appeared on one machine. You will therefore see it is universally adopted here, and we trust it will soon be as largely used in the States.

Yours faithfully,

DWM/LEC
Enc. Clipping

For and on behalf of
BOWDEN WIRE, LIMITED. D. W. MORGAN, Manager.

Bowden Patent Wire Mechanism

Adapted throughout the World to—

Handle-Bar Control for Motor Cycles
Brakes for Cycles, Motor Cycles, and Tricars
Brakes for Motor Cars
Brakes for Landaus and Broughams
Brakes for Military and other Heavy Vehicles
Brakes for Trailed Vehicles
Brakes for Goods Lifts
Valve-Lifters for Motor Cycles
Ignition and Throttle Control for Motor Cars and Motor Cycles
Sprags for Motor and other Vehicles
Carburettor Flooders
Auxiliary Air Regulators for Motor Vehicles.
Acetylene Lamp Blinders
Sighting Mechanism for Naval Guns
Change-Speed Gears for Cycles and Motor Cars
Motor Boat Controls
Controls for Electric Switches
Locking Devices for Lift Gates
Book or Music Leaf-Turners
Airship and Aeroplane Controls
Wireless Telegraphy Switchboards
Chauffeur Annunciators
Billiard-Room Score Boards

And many other purposes

Nearly Three Million Feet Sold Annually. Extensively Used in the American, British, French, and German Navies.

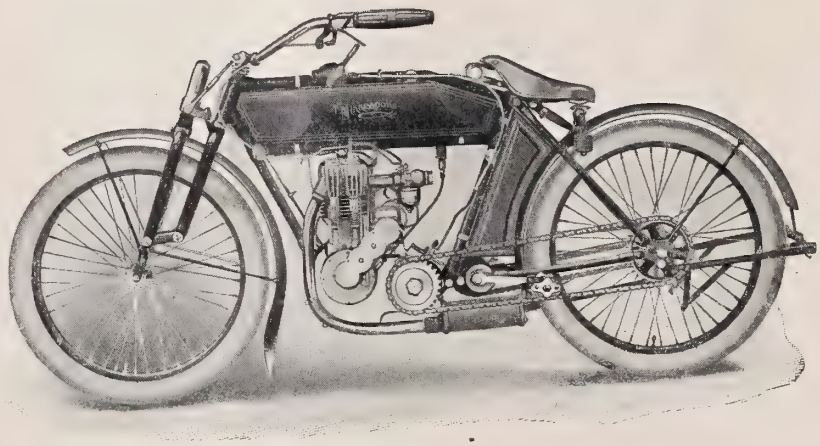
J. S. BRETZ COMPANY, Sole Importers **250 West Fifty-Fourth Street, New York City**

There Will Be But One WINNER for 1911

The Minneapolis BIG FIVE

Model "N"

WITH UNIT POWER PLANT



In this advanced model may be had everything that can be desired in a motorcycle and a whole lot more than most riders can appreciate without trying the machine. Great power without vibration—clutch which runs in oil and needs no adjusting, TWO-SPEED GEAR, the most desirable of all, and with clutch control on the handlebar, which is necessary for perfect control of the machine. Low saddle position with a perfect spring fork and an exceedingly attractive and beautiful appearing machine, of which every rider will feel justly proud.

STRONG FEATURES—Free Engine Clutch, enclosed in oil-tight case. Two-Speed Gear, enclosed in oil-tight case. Enclosed Drive Gears. Only one Drive Chain, and large Sprockets. Hess-Bright Ball-Bearings throughout. Early deliveries guaranteed.

SEND FOR FULL DESCRIPTION

MINNEAPOLIS MOTORCYCLE COMPANY, 517 South 7th Street, Minneapolis, Minn.

Pennsylvania BICYCLE TIRES

For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

New Prices On Diamond MOTORCYCLE TIRES

The tires built of automobile tire fabric along automobile tire lines. The reliable, resilient, wear-resisting tires for which no house cleaning has been necessary.

NET PRICES—In Effect March 1

Note that complete prices are figured for tires per pair.

CORRUGATED TREAD

Size	Casing Each	Endless Tube Each	Complete Tires per Pair
26 x 2¼"	$10.25	$2.85	$26.20
26 x 2½"	11.05	2.95	28.00
28 x 2¼"	10.70	2.90	27.20
28 x 2½"	11.80	3.00	29.60
28 x 2¾"	12.60	3.30	31.80

STUDDED TREAD

Size	Casing Each	Endless Tube Each	Complete Tires per Pair
26 x 2¼"	$10.75	$2.85	$27.20
26 x 2½"	11.55	2.95	29.00
28 x 2¼"	11.20	2.90	28.20
28 x 2½"	12.30	3.00	30.60
28 x 2¾"	13.10	3.30	32.80

Our unequaled facilities for distribution enable you to get Diamond Motorcycle Tires and Accessories anywhere, at any time.

A chain of 54 Service Stations and Branches place complete stocks of Diamond tires constantly within immediate reach of your dealer. If he hasn't your size of tire he can readily get it for you, probably in his own city.

Your inquiries, claims or requirements will be given prompt attention by any office regardless of the make of tires you use.

Diamond Service Stations and Branches are open in the following cities:

NEW YORK
BOSTON
PHILADELPHIA
BUFFALO
DETROIT
CHICAGO
CLEVELAND
ST. LOUIS
MINNEAPOLIS
SAN FRANCISCO

LOS ANGELES
PITTSBURG
CINCINNATI
DENVER
PORTLAND
KANSAS CITY
ATLANTA
HOUSTON
DALLAS
SEATTLE

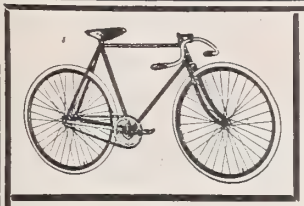
TORONTO
MEXICO CITY
NEWARK, N. J.
SPRINGFIELD, MASS.
PROVIDENCE, R. I.
ALBANY, N. Y.
BROOKLYN, N. Y.
WASHINGTON, D. C.
RICHMOND, VA.
BALTIMORE, MD.

ROCHESTER, N. Y.
SYRACUSE, N. Y.
TOLEDO, OHIO
DAYTON, OHIO
COLUMBUS, OHIO
LOUISVILLE, KY.
NEW ORLEANS, LA.
JACKSONVILLE, FLA.
INDIANAPOLIS, IND.
MILWAUKEE, WIS.

DES MOINES, IA.
MEMPHIS, TENN.
OKLAHOMA CITY, OKLA.
SAN ANTONIO, TEX.
GRAND RAPIDS, MICH.
SAGINAW, MICH.
OMAHA, NEB.
SALT LAKE CITY, UTAH
PORTLAND, ME.

Also will soon be opened in Oakland, San Diego, Sacramento and Fresno, Cal.; Spokane, Wash.

THE DIAMOND RUBBER COMPANY, Akron, Ohio



In Order to Assist New England Bicycle Dealers with Quick Delivery



We Arranged with

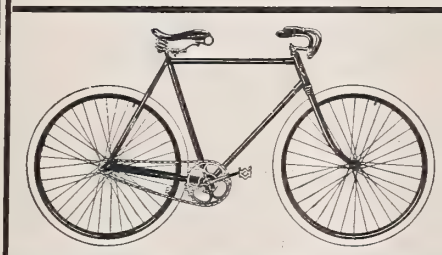
THE HUB CYCLE COMPANY

40 Portland Street, BOSTON

To Distribute the Famous

YALE AND SNELL BICYCLES

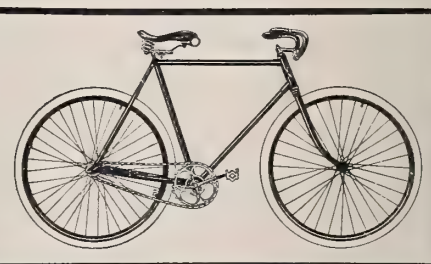
in that territory. They have at all times a large stock in their Boston Warerooms and ship all orders promptly. Write or 'phone them today. It will pay you.



The Consolidated Mfg. Co.
1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH, Eastern Representative,
219 Clinton Ave., Newark, N. J.

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



De Rosier's Wonderful Ride

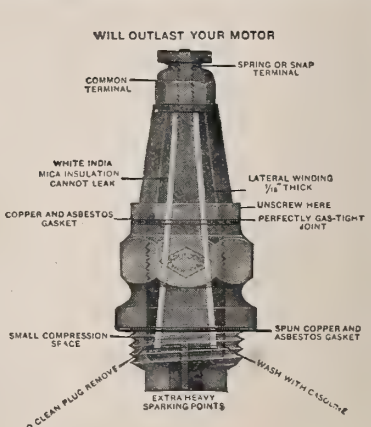
Have you read De Rosier's graphic account of his great ride in which he broke the hour record ?

It is well worth your perusal.

It gives one some idea of how it feels to tear along at over 83 miles an hour.

Think of it ! At a pace which would make the fastest express train look as if it was tied to a post.

De Rosier's mount was equipped with



Splitdorf Motorcycle Plugs

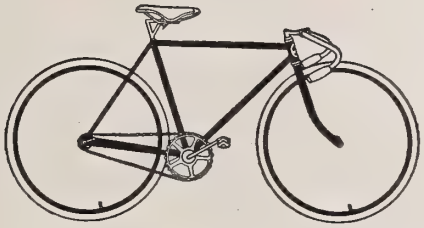
From start to finish he had Absolutely Perfect Ignition—not a single miss throughout all that terrific pace.

If you want the same superior service you should specify and insist on SPLITDORF Plugs.

C. F. SPLITDORF

Walton Ave. and 138th St. Branch, 1679 Broadway NEW YORK

Trade Follows the Pope Trademark



The Pope Trademark has always inspired public confidence because the public knows that it is a seal of quality which has only been identified with the standard American bicycles.

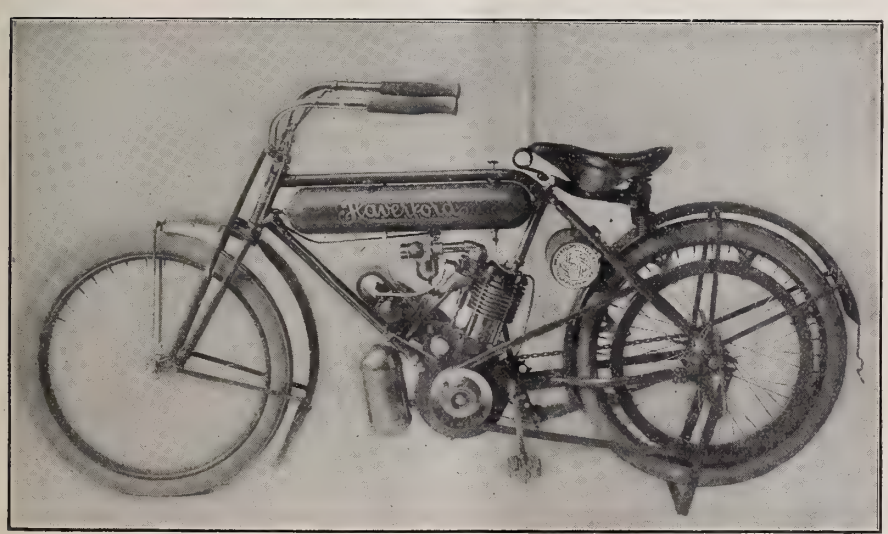
The Pope Trademark is found today on all Columbia, Rambler, Cleveland, Tribune and other Pope nameplate bicycles.

Why sell wheels of unknown make and inferior quality when the very name "Pope" inspires public confidence and commands the most desirable trade.

WRITE FOR DEALERS' TERMS AND CATALOGUES

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

The Haverford



Haverford Cycle Company

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.
427 10th ST., N. W., WASHINGTON, D. C. 763 MAIN ST., BUFFALO, N. Y.
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

Sets a New Standard of Motorcycle Value

¶ You don't have to take our word for it either. Here is tangible proof:

$185

Includes:
Bosch Magneto
Schebler Carbureter
4 Horsepower Engine

$150
with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

¶ Do you want to be a live agent or the satisfied owner?

¶ Catalogue or agents selling proposition on request.

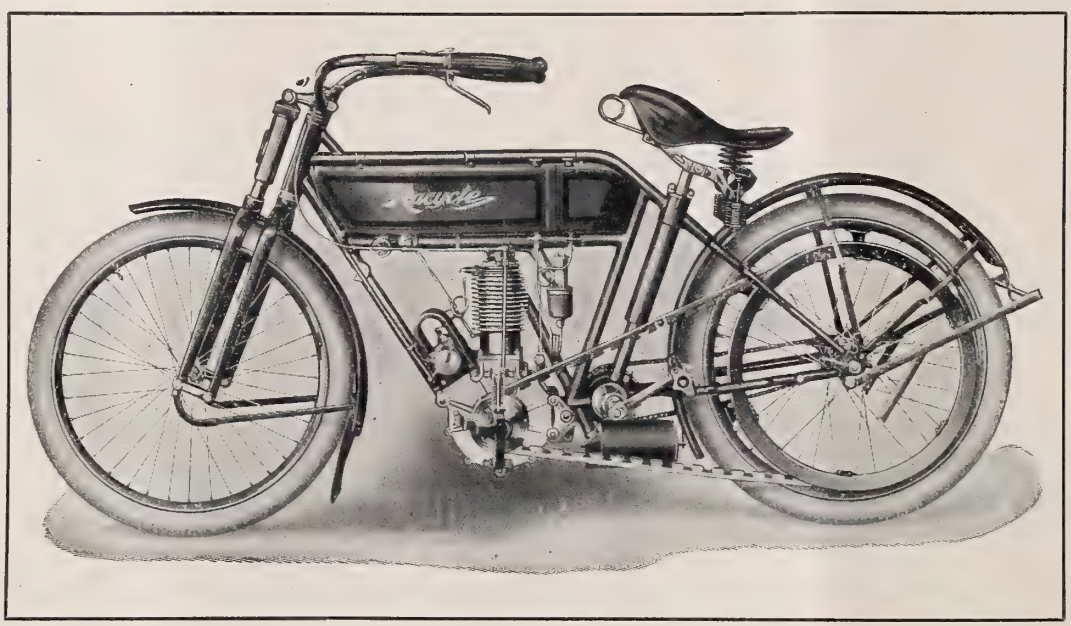
1911 Models Now Ready

Quality Means Economy—"Racycle" Means Both

Riders will tell you that the 1911 4 Horse Racycle with Free Engine Clutch will take the hills "like a scared rabbit."

Flat
or
V Belt

Battery
or
Magneto



Free Engine
or
Idler

Spring
Seat
Post

It takes just a twist of the wrist to operate the clutch.

The Musselman Air-Cooled Motor Brake

gives you that feeling of safety and security that is so absolutely necessary to perfect enjoyment and comfort in riding. Walter Bryson, after his trip from Los Angeles to San Francisco and return over the mountains, says: "On the very steepest grades, the armless, air-cooled Musselman Coaster Brake proved entirely efficient."

It's as Powerful and as Certain as an Air Brake

WRITE FOR 1911 FREE CATALOG

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers

DISTRIBUTORS:

F. M. JONES, Los Angeles, Cal.
EDWARDS-CRIST MFG. CO., Chicago, Ill.
PACIFIC COAST RUBBER CO., Portland, Ore.; Tacoma, Wash.
GUS HABICH, Indianapolis, Ind.
GEO. H. GREISS, Philadelphia, Pa.
E. A. WILLIAMS, Minneapolis, Minn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, March 25, 1911. No. 1

WORM DRIVE FOR MOTORCYCLES

May be Competitor Against Both Chain and Belt—Pontiac Company Secures Important Patent Rights.

Worm drive motorcycles, which already have been developed in various experimental forms, at no extremely distant date may be large contenders for popular favor and exploitation in rivalry with the more familiar belt drive and chain drive. It became known this week that the Flanders Mfg. Co., of Pontiac, Mich., which includes the Pontiac Motorcycle Co. project, has secured the American rights to produce and use the machinery employed in the cutting of a type of English worm gear which has proved highly successful on motor cars and which is not impracticable in application to motorcycles. There are no patents on the gear itself, but there are on the machinery for making it.

Robert M. Brownson, president of the Flanders company, recently made a quiet visit to England and closed the necessary contracts. The worm drive is slated for a sudden blossoming out in the automobile field, and the Flanders company is preparing to supply either the gearing itself to the automobile manufacturers, or the machinery for making the gears, and, in addition to this, will not overlook whatever possibilities exist in the use of worm gear drive for its own motorcycles.

May Manufacture Motorcycles.

Millville, N. J., may have a big motorcycle factory some day, if preliminary indications hold true. The Auto-Machine Co., of that place, has been incorporated under New Jersey laws, with a capitalization of $125,000, and among the objects of the corporation, according to its application filed with the secretary of state, is the manufacture of motorcycles, along with wagons and motor vehicles. The incorporators are R. C. Bowne, Sr., R. C. Bowne, Jr., and I. Bowne, all of Camden, N. J.

Bartsch to Handle Bosch Advertising.

A. H. Bartsch, formerly advertising manager for the N. S. U. Motor Co., has been appointed advertising manager of the Bosch Magneto Co., of New York, succeeding Harlow Hyde. Bartsch is one of New York's veteran motorcyclists. He has been with the Bosch company for about a year.

Rick to Take Larger Quarters.

F. F. Rick & Co., of Buffalo, N. Y., pioneers in that city in the jobbing of general cycle supplies and owners of several trade marked brands, will soon be located in larger quarters. The present office and salesroom is at 517 Main street, but the new address will be 635 Main street.

Buffalonians Added to Jobbers' List.

The official list of jobbers as compiled by the National Association of Cycle Jobbers has been expanded by one more name. The Cycle & Auto Supply Co., of 342 Genesee street, Buffalo, N. Y., has been added.

Cleveland Autocycle Incorporates.

The Cleveland Autocycle Co., of Cleveland, O., has been incorporated under Ohio laws with a capitalization of $10,000. Roland A. Bashur and others are the incorporators.

Will Handle Indians in Dover.

Arthur F. Tibbets, of Dover, N. H., has reopened his cycle shop at 4 First street, and is to handle Indian motorcycles in addition to bicycles and sundries.

FOR FRIENDSHIP AMONG DEALERS

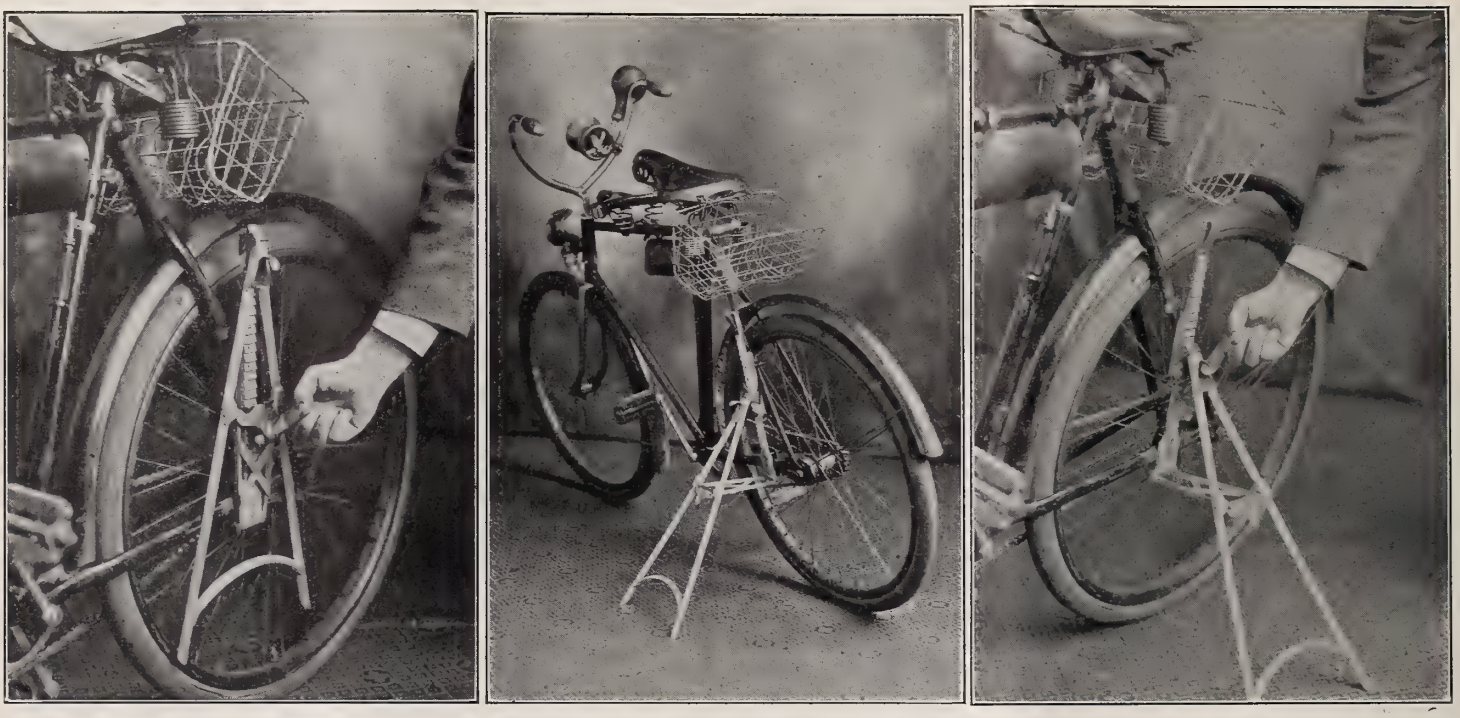
New York's Association Promotes a Social Gathering—Dancing and Refreshments Provided.

Timed to take place just before the rush business sets in, a rousing "sociability session" is set for Wednesday night, 29th inst., by the Cycle and Accessories Dealers' Association of Greater New York, Inc, The affair is to take place at Turn Hall, Eighth avenue and 54th street, Manhattan, and all the bicycle and motorcycle dealers in the metropolis have been invited to come and to bring two or three of their nearest competitors.

"Sociability begets friendship," is the opening declaration of the invitation. "Friendship begets a host of better things. One of these is the betterment of business relations between individuals engaged in the one industry. That is the reason why our organization at its last meeting decided that for the next one it would lay aside its labors and give up its time to sociability and the sowing of seeds of friendship, from which latter, it is hoped, will come a plentiful harvest of good for all members, including those that are and those that will be.

"Be prepared to enjoy an evening that may be of great benefit to you, and do not come alone, but bring with you two or three of your nearest competitors. Invite them and tell them to bring their wives and sweethearts with them. We are going to have some dancing and refreshments. Remember this is for the good of all, and it will be the last opportunity we shall have of getting together before the rush of spring business sets in."

AFFORDS BICYCLES AN INDEPENDENT SUPPORT OF THEIR OWN



Providing the bicycle with a stand or prop that will give it the same independence of support from curbstones, fences, walls and cycle racks as is enjoyed by the motorcycle, a device known as the Silsby bicycle prop has been brought out by Frank S. Silsby, proprietor of Silsby's Bicycle Co., 461 Dauphin street, Mobile, Ala. Although applicable to light motorcycles, as well, the prop is primarily intended for bicycles, its appearance and method of operation being indicated by the accompanying illustrations. Among the emphasized claims for it is its being "rattle proof," in addition to being light in weight, quickly operated, automatic in adjusting itself when released and automatic in locking securely to the frame when folded, so that it is completely out of the way when not in use. Silsby points out that the prop does away with "the necessity of kicking the pedals around to rest on a curbstone or leaning the machine against something or letting it fall over on the ground, which latter practice in particular is to be condemned as it causes the loss of more or less time and considerable damage to the bicycle, in the way of sprung pedal-cranks, bent-up pedals, broken lamps, broken bells, ruined handle bar grips, scratched and marred frames, and the like." He expects his final letters patent the latter part of March, after which he will put the prop on the market.

Tire Production Up and Prices Down.

Lower prices for Diamond motorcycle tires have gone into effect this month, and F. H. Harris, manager of the motorcycle tire forces of the Diamond Rubber Co., Akron, O., explains that the reduction, which amounts to a little more than 10 per cent., is made possible by the fact that the company has tripled its motorcycle tire output within the last three months. Harris also maintains that the Diamond company was a pioneer in making motorcycle tires along automobile tire lines, in recognition of the requirements imposed by motor weight and high speed.

Foley Sticks to the Thor Agency.

J. C. Foley, Jerome avenue and 165th street, New York City, has closed for the uptown Thor agency again for 1911. He will work his old territory, the Bronx, where he has been preaching the Thor gospel for several years.

Winnipeg Dealers Reorganize.

Dealers in Winnipeg, Canada, who handle motorcycles and bicycles, held a reorganization meeting the first week in March, for the purpose of putting their association on a better footing. The following officers for the association were elected: B. B. Halladay and J. B. Urquart, honorary presidents; J. Crabtree, president; C. L. Cruikshank, vice-president; C. G. Cruikshank, secretary-treasurer; P. Cautnell, J. A. Hudson, W. Porn and B. Moore, executive committee.

Anthony Cycle Acquires More Room.

The Anthony Cycle Co., of Des Moines, Ia., has moved from 422 West Eighth street to 905 Walnut street. The new location gives the concern more room for the handling of its increasing bicycle and motorcycle business. The company has the agency for Merkel and Yale motorcycles.

Duquesne Handling Harley-Davidson.

The Duquesne Cycle Co., of Pittsburg, Pa., is handling Harley-Davidson motorcycles in addition to bicycles and sundries. T. C. Donahue is the manager, and the company is located at 6004 Beitler street, near Center and Highland avenues, E. E.

Schaal Takes Marvel for Erie.

William Schaal, of Erie, Pa., has taken the agency for Marvel motorcycles. He is located at 1015 State street.

Spinning Wants $50,000 Cash Loan.

In presenting his project for a bicycle and motorcycle factory in Seattle, Wash., Fred M. Spinning, a veteran dealer and jobber of that city, estimates that if the citizens will lend him $50,000, at 5 per cent. interest per year, he can, with his present facilities, get a good bicycle plant in operation in fairly short order, with a motorcycle department to come later. He proposes to pay the $50,000 back in instalments of 5 per cent. a year, so that the whole loan would be cleared in 20 years.

Progressive Proves Progressive.

After holding aloof from motorcycles since they first appeared, the Progressive Cycle & Supply Co., 81 Chambers street, New York City, finally has decided to take on the power driven two-wheeler. It has secured the Thor agency for the downtown section of Manhattan.

Hendee Registers in Illinois.

The Hendee Mfg. Co., of Springfield, Mass., has registered in Illinois, to do business in that state. According to its application, its capital in Illinois is $65,000. The Hendee company is capitalized at $2,600,000.

GETTING A PARTS CABINET CHEAP

Dealer Points the Way to How It May be Done—Saving Money on the Shop Furniture.

Parts cabinets are highly valuable to the average dealer, particularly if he carries much of a stock, but on the other hand a good sized piece of furniture of this sort costs more than many dealers care to put into it. Nevertheless such a cabinet is so needful and desirable to a dealer that if he tries to get along without one he soon will find his stock of parts becoming lost and mixed and his profits shrinking accordingly. The experience of one dealer shows that if a big financial outlay for a parts cabinet is inadvisable it still is possible to obtain a good cabinet for the expenditure of some gray matter and a small sum of money. "When I wanted a parts cabinet, instead of going down town and tying up in shop furniture a lot of money that I had better use for, I decided to build one myself and thus save the profit that otherwise would go to the manufacturer, wholesaler and retailer of the cabinet," says B. A. Swenson, of Providence, R. I. "After considering several schemes I finally hit upon one that looked better than the rest and then I got busy. First I spread the word among a lot of newsboys that I would pay two cents each for every good tobacco box that they would bring to my store. I mean boxes that plug tobacco comes in, not cigar boxes.

"These tobacco boxes are strongly built, and have dovetailed ends glued together. They will stand pretty rough usage. Returns began to come in pretty soon, for immediately they got the tip the 'newsies' pestered the cigar stores for boxes and good ones never went begging. Hardly a day passed but what some kid came around and cashed in on his boxes. The pile grew steadily, at two cents per grow, until one day when it had reached pretty good proportions I decided to withdraw the offer.

"I had over 100 boxes and I thought that that was enough for a starter. The boxes were the nucleus of the cabinet and I had obtained them for a mere song, whereas if I had had drawers built they would have cost a pretty penny, while they would not have been one whit better for my purpose. The next step I took was to call in a carpenter, show him where I wanted the cabinet to go, and told him to take measurements and build a framework to take the boxes, and with overall dimensions to fit the space where I wanted to put it. He went ahead and built the frame, which cost only a few dollars. Then I put handles on the boxes in spare moments, slipped them into the pigeon holes, tagged them with the names of the parts that were to be put in them, gave the whole thing a coat of varnish, and the job was done. Then I had a fine cabinet with capacity for thousands of parts, and it cost me only a trifle. I have since built another of the same sort for bicycle parts.

"When I wanted something in which to keep small screws, nuts and the like, I decided that it would not be advisable to attempt to build a cabinet for the purpose, because it did not need to be bulky, but required a great number of small compartments. Again I did some thinking, and it occurred to me that a thread spool cabinet would be just the thing. So I kept on the lookout for one and finally picked up a good one cheap at a second-hand furniture store. It is exactly suited for stocking small parts of this kind, and does not take up much space, but it holds an enormous quantity of small articles. Any dealer that wants to save money on his parts cabinets will find my methods pretty good, I think."

Andrews a Cycle Dealer in Toronto.

Walter Andrews, the amateur cycle sprint champion of Canada, has been appointed agent in Toronto, Ont., for Massey "Silver Ribbon" bicycles. He is located at 369 Yonge street, and in addition to handling bicycles and equipment, will maintain a repair shop.

Hill Gets New Era in Chicago.

Robert Hill is a newly appointed agent for the New Era autocycle in Chicago, Ill. He has been connected with the Halladay Motor Co., as sales assistant to Manager Hayes. At present he is seeking a suitable salesroom for displaying the New Era products.

Yale Opens in Minneapolis.

The Yale Motorcycle Co. has opened a showroom at 716 Third avenue South, Minneapolis, Minn., for the sale of Yale machines. A. R. Horn is the manager.

Price Transplants a Cycle Shop.

Worth Price, of Frankfort, Ind., has moved his cycle repair shop. He has transplanted it from the Model Machine Works to 304 East Washington street.

Marvel Agency in Portland, Ore.

Louis Carl Rose, successor to Max Krause, in Portland, Ore., has taken the agency for Marvel motorcycles. He is located at 518 Union avenue, North.

VIEWS IN THE STORE OF A BUSY BROOKLYN DEALER.



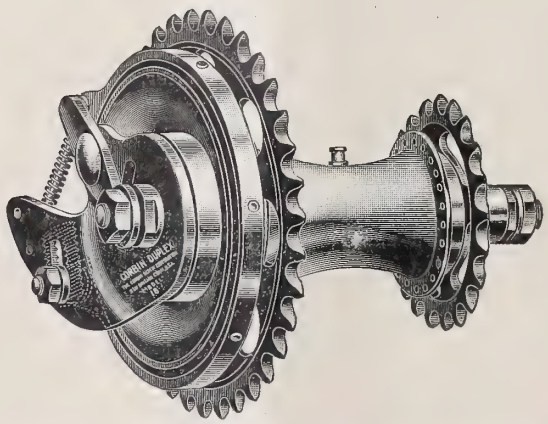


To cater to the needs of bicycle and motorcycle buyers in Brooklyn, N. Y., A. H. Patterson, 1080-82 Bedford avenue, maintains an immense stock in his salesrooms, ready for immediate delivery. His motorcycles are Pierce, Indian and New Era.

CORBIN

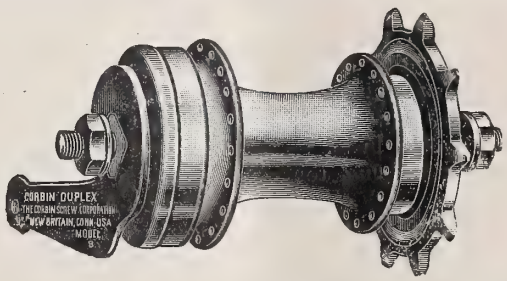
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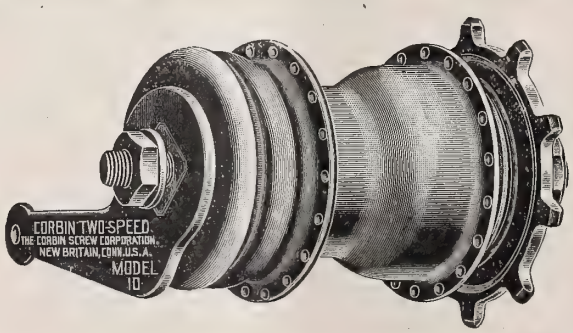
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THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

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NEW YORK, MARCH 25, 1911.

"Knocking" vs. Making Sales.

In many cities and towns the motorcycle dealers utterly fail to pull together as they should. This condition is apparent to the prospective purchaser as well as to the field men of the various manufacturers, and it probably has been responsible for many intending purchasers of motorcycles abandoning all idea of taking up the sport.

Conclusive proof of the existence of such a state of affairs is to be had by anyone sufficiently interested to drop into a dealer's store, intimating that he is in the market for a machine and that he is favorably disposed toward other makes before making a decision. It will be a miracle if, upon hearing this, the dealer does not launch into a tirade against the machine his rival is handling, and give to the inquirer all kinds of arguments as to why the latter should not buy the machine for which he has indicated a preference.

In endeavoring to swing his prospect from the rival offering, the Blank's machine, the dealer in almost every instance will resort to "knocking" both the agent and the machine. Not satisfied with mentioning troubles that he has reason to believe his rival's machine is heir to, he enlarges on them and may not hesitate to make statements that are not true. When a prospective purchaser has made the rounds of the dealers and has listened to this line of "selling talk" from nearly every dealer he visits, he is likely to be pretty well bewildered, his chief conviction being that all the motorcycles on sale are "lemons" and all the dealers liars and crooks.

It is a wise dealer who studiously avoids reference to the machines handled by his rivals, and who, if the question is put to him squarely as to what he thinks of a rival machine, refrains from "knocking" it if he cannot bring himself to say something good of it. The average purchaser is more likely to believe and have confidence in the statements of such a dealer than in the kind who endeavor to make sales by "knocking" their rivals.

Dealers who make a study of other machines than their own, from the standpoint of salesmanship, are all too rare. The average dealer who never has handled the Star, for example, his rival's offering, as a rule is unfamiliar with the features of that machine. He may learn of the troubles it develops from riders who own them, but this usually is the extent of his knowledge, and this is the point upon which he dwells when talking to customers.

If one of the intelligently inquiring purchasers, who are becoming more general every day, drops in on a dealer handling a belt drive and wants to know why his machine is better than another with the same kind of drive, the dealer oftentimes is stumped. He, of course, will insist that his machine is better, but in many cases he cannot tell why. He has not compared the two machines to see what advantages his may or may not have over the other, and why the construction or design of the transmission on the machine that he represents is better than that on the other machine. The chief thing about rival machines that concerns most dealers is the troubles they have. These are "fed" to prospects to try and discourage them from buying other makes.

Selling motorcycles by emphasizing points of merit, and by studying the needs of the customer and the service for which he wants a machine, instead of endeavoring to make sales by "knocking" the other fellow and his goods, is a higher degree of salesmanship than the average motorcycle dealer yet has learned or given thought to. Nevertheless, it is the sort of salesmanship that will count most from now on. The class of people who now are taking up motorcycling do not want to have the dealer tell them the bad points of his competitors' machines, because his statements are biased. What they do want to know is the good points of the machine that the dealer himself is selling, and this is the subject to which he wholly should confine himself.

So many new motorcycle clubs are being formed nowadays, and the question of affiliation with the F. A. M. is obtruding itself so prominently in the affairs of these new born organizations, that it is a matter that should be settled once and for all when a club is founded. If the organizers of a club are enthusiastic F. A. M. boosters they can insert in the by-laws a clause making F. A. M. membership one of the conditions of club membership. Then when the by-laws come up for adoption this section can be discussed, and either adopted or rejected as the majority see fit. Whether or not a club decides to affiliate largely is dependent on how forcibly the club organizers present the case of the F. A. M., and the inducements which it offers to members. Much friction and possible disruption can be avoided by making a choice for or against affiliation, when a club is being organized. Then, whichever way the vote goes, it gives two alternatives to the defeated faction—either to abide by the wishes of the majority, or to withdraw from the club. The latter course probably will mean the organization of another club and that the F. A. M. will get one of them in the end.

Young clubs can take heart for the future, despite whatever present vicissitudes and struggles they may undergo, after contemplating an example that is afforded in Scranton, Pa. A bicycle club in that city has assets of $42,000 and enters 1911 with almost 300 members. But it has been running 30 years.

"Tried to get along without your paper this year, but I just can't do it, so here goes for another year. Good luck to you and your journal."—J. Schmidt, Tracy, Cal.

Coming Events



March 29, New York City—First social and reception of the Cycle and Accessories Dealers' Association of New York, at Turn Hall, 305 West 54th street.

March 31, Jacksonville, Fla.—Jacksonville Motorcycle Club's race meet on Atlantic-Pablo beach.

April 2, Mineola, L. I.—Motorcycle Touring Club of New York, Inc., 17 mile handicap road race on Long Island Motor Parkway; open to stock machines only.

April 2, New York City—Motorcycle Touring Club of New York (Affiliated), first club run, to Peekskill and return.

April 5, New York City—Concourse Motorcycle Club's annual dinner at Hotel Gerard.

April 8, New York City—Century Road Club of America's annual banquet, at Imperial Restaurant, Brooklyn.

April 9, Newark, N. J.—Opening bicycle race meet at the new Newark Velodrome.

April 16, New York City—Century Road Club Association's ten mile handicap road race, Floral Park, L. I.; open. Rain date, April 23.

April 18, Buffalo N. Y.—Motorcycle Manufacturers' Association meeting at Hotel Statler, 10 a. m.

April 19, Boston, Mass.—Boston Motorcycle Club's fourth annual Patriots' Day run to Worcester; open.

April 19, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Providence, Boston and return; 136 miles. First section.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

April 30, New York City—Eastern Division C. R. C. A. spring century; open.

May 7, New York City—Empire City Wheelmen 15 mile handicap bicycle road race, open, starting from Floral Park, L. I.

May 7, Chicago, Ill.—Second annual reliability run of the Chicago Motorcycle Club to Waukegan, Libertyville, Elgin, Aurora and return.

May 7, New York City—New York Motorcycle Club's annual double spring century run to Southampton, L. I., and return.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 28 and 30, Chicago, Ill.—North Shore Motorcycling Club's two day race meet on Hawthorne track.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 28-29-30, Cleveland, O.—Three day endurance run of Cleveland Motorcycle Club

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Elmira, N. Y.—Elmira Motorcycle Club's first summer race meet.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles. Second section.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

Correspondence

Against the Repair Charge Discount.

Editor of the Bicycling World and Motorcycle Review:

In your issue of March 11 I read an article in regard to the giving of discounts to F. A. M. members, and wish to say a few words concerning this matter from the standpoint of the repairman.

In the first place, the primary purpose of a repair shop is to make money. The owner of the shop usually depends upon the profit from repairs and sales for his living; and, as any repairman knows, there are heavy expenses to meet in conducting such a shop, and the net profit in repair work is none too large at best. Now the profit on a dollar's worth of work may range anywhere from 20 to 35 cents. Part of this pays for heat, light, rent, etc.—perhaps ten cents of it. Take off ten cents discount to the customer and what have you left?

In the second place, what reason is there for giving F. A. M. members or any one else any discount at all? It does not help the organization in any way, except perhaps to induce "tightwad" riders to join in the hope of saving a few cents on repair bills. If the money saved in discounts went for good roads, maps, etc., it would be a different matter, but, as it is, the individual and not the organization is benefited.

As is stated in the article mentioned above, each rider will spend about ten dollars during the season for repairs and the like. This will be spent at various times in amounts ranging from 50 cents to two dollars, and the discount in each instance will be small. What a temptation for the repairman to add a small amount to each bill to cover his loss by the discount!

It seems to me that the knowledge that efficient work can be obtained at F. A. M. shops would be sufficient in itself; and if the committee that is endeavoring to get the repairman to give away a share of his hard earned profit would spend its time in a personal inspection of the repair shops it would result in much greater advantage both to the rider and organization.

I would like to hear from other repairmen in regard to this matter.

C. L. BOSSMEYER,
F. A. M. Shop No. 247, Freeport, Ill.



Herbert Kipp, Canada's Champion Motorcyclist, Racing Against the Ice Yacht "The Comet," on Toronto Bay, Toronto, Ont.

UNITED STATES TIRES

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G & J Brand

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SUPERIORITY AND DEPENDABILITY

Their sales exceed the sales of all other motorcycle tires.

They hold all the records which were ever made in America.

And in the daily endurance contest of good service they are always leaders and nearly every motorcyclist in America knows it.

They cost no more than any other tire and can be purchased everywhere.

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Do you know that the quantity of

United States Bicycle Tires

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G & J Brands

sold in 1910 exceeded the quantity of tires ever sold by any tire manufacturer in any one year even in the hey-dey of the bicycle's popularity.

This is conclusive proof that the bicycle is a staple article of manufacture. That the tires which were then so popular are today supplying the increased demand demonstrates that they are equally staple.

There is a sure profit for the dealer who stocks

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UNIFORMLY SUPERIOR TIRES

San Joseans Race "to Beat the Cars."

Three motorcycle events furnished some interesting sport at the aviation meet at San Jose, Cal., on the 18th inst., and again demonstrated that the two-wheeler is the master of the motor car on dirt tracks. The local motorcycle "cops," Emil Agraz and James Margason, riding Merkels, gave the motor car drivers who were present a line on what gait the latter would have to strike to get away if the bluecoats once got on their trail.

Margason was the first to gather honors, in a five mile mixed handicap. He was on scratch, together with a 40 horsepower car, and gave away 30 seconds to a 20 horsepower car. Despite the soft and dusty condition of the track and the advantage in power enjoyed by the car drivers, Margason trimmed them easily. His time was 6:31.

Agraz, who is a Mexican and a former professional bicycle rider, met Margason, who is a bitter speed rival, in a five mile pursuit. They put up a lively scrap, but Agraz, through superior track generalship, won. Time, 6:10. His best mile was run in 1:02.

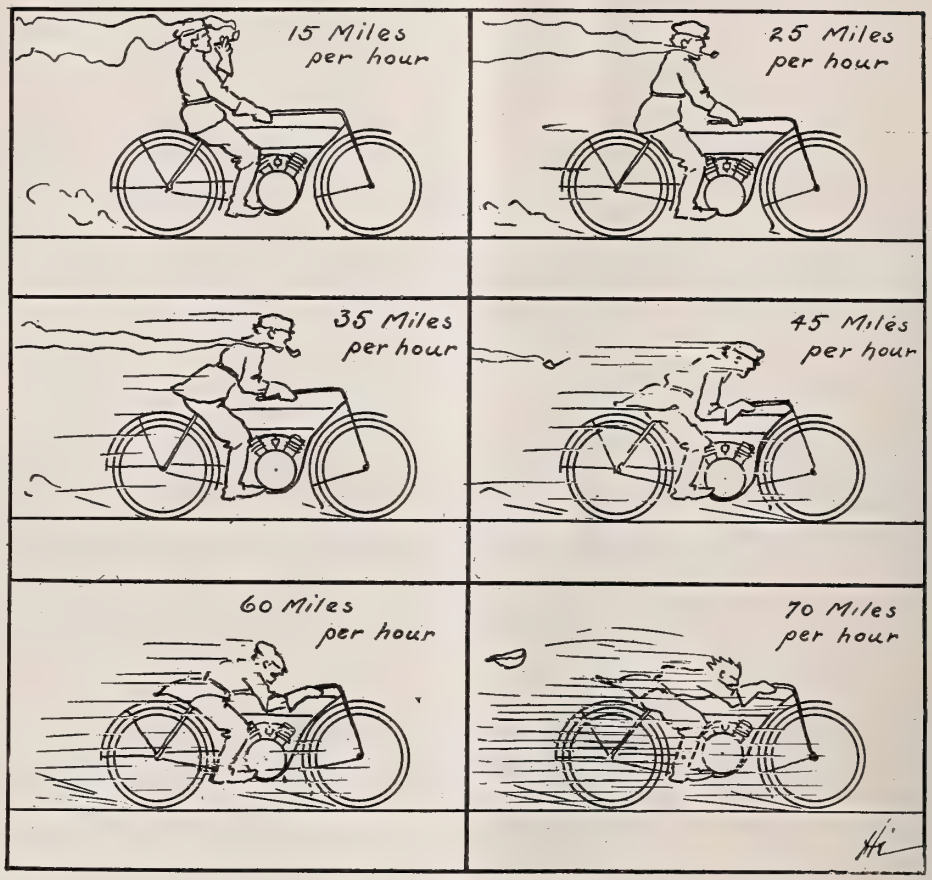
Four started in the ten mile free-for-all, which proved easy for Fred Northrup, Jr., 5 Indian. Agraz and Margason, Merkels, had a hot fight for second place, the Mexican scoring. Time, 11:26. A large crowd attended the meet, which was held at the Driving Park.

Kipp and an Ice Yacht in Speed Battle.

Racing his motorcycle against an ice yacht, Herbert Kipp, the champion motorcyclist of Canada, provided a sensational contest on the bay at Toronto, Ont., on the 18th inst., the speed battle ending in what was practically a dead heat. The distance was approximately one mile, but no time was taken, because an exact measurement could not be made. Kipp rode his 7 horsepower Indian, while the ice yacht was "The Comet," the fastest kite in the harbor. There was just enough breeze blowing to drive the ice yacht at its highest speed.

The warm sun made the surface of the ice quite sticky, which helped the motorcyclist considerably and did not bother the yachtsmen particularly. There were several slushy surfaces on the course, which was a straightaway, and when the contenders struck these spots the motorcycle always shot ahead. On the smooth portions of the ice, however, Kipp was at a disadvantage, as the tires of his machine did not hold very well. Thus for the whole distance the two were fighting for the lead, first one and then the other showing the way. The strange contest has been one of the sport topics of Toronto ever since. Kipp has been appointed a Canadian representative of the Hendee Mfg. Co., of Springfield, Mass., and intends making a tour of the country with his Indian racer.

MOVING PICTURES—A SPEED STUDY IN SIX FLICKERS.



N. Y. M. C. Nominates Officers.

After holding off its nomination of officers since the first of the year to give the Motorcycle Touring Club of New York, Inc., a chance to consolidate and have a voice in the election if it so desired, the New York Motorcycle Club at its regular meeting this week decided to wait no longer for the other club to indicate its intentions, and named the following ticket to be voted for at the next meeting: William Wood, president; Frank Seery, vice-president; M. E. Toepel, secretary-treasurer; Albert Kreuder, captain; A. T. Klages, first lieutenant; J. F. McLaughlin, second lieutenant; directors, the president ex-officio, Eugene Kicherer, George P. Jenkins, Edward Malloy, T. J. Sixsmith. It was expected that an emissary from the other club would be present to state the intentions of the Touring Club, Incorporated, in regard to consolidation, but none appeared. Some changes were made in the plans for the club's annual spring double century run to Southampton on May 7. It was decided not to have a single century division to Patchogue, or a Brooklyn division for the benefit of riders across the river, both of which features have been incorporated in previous spring runs.

Kelsey Three-Wheeler Plugs West.

On its transcontinental trip from Hartford, Conn., to San Francisco, Cal., the three-wheel Kelsey motorette, made by the C. W. Kelsey Mfg. Co., of Hartford, has passed Roanoke, Va. The machine was badly delayed due to the heaviness of the roads below Wilmington, Del. The roads were so bad outside of Washington that it was necessary to turn back, striking into the route as originally planned at Roanoke.

Baker is Balked in Non-Stop Trial.

Erwin C. Baker, of Indianapolis, Ind., the long distance motorcycle specialist, riding a 4 horsepower Indian, made an unsuccessful attempt to break his non-stop record of 306 miles, on the Motor Speedway, Tuesday, 21st inst. The blowing out of a rear tire at 75 miles, brought the run to an end. Baker indicates, however, that he will make another attempt to beat his record within a week or ten days. He got under way shortly after 10 a. m., and quit just before noon, having averaged approximately 40 miles an hour while in action. Harry Graff, president of the Indianapolis Motorcycle Club, acted as referee of the trial, and the other officials were as follows: Fred Laphan, John Hohl, Myron Vestl, judges; O. C. Jones, Fred Stuart, Ray Scott, timers; W. T. McCoy, clerk of the course.

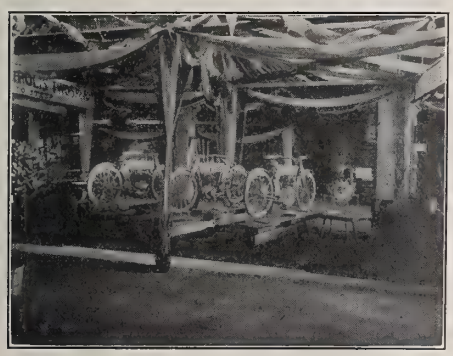
Owego Fixes a Speed Limit.

Owego, N. Y., has passed a new speed ordinance, limiting the speed of motorcycles to 15 miles an hour in the village. A fine of $25 is provided for each offense.

NOVEL ACCESSORIES AT LOS ANGELES SHOW

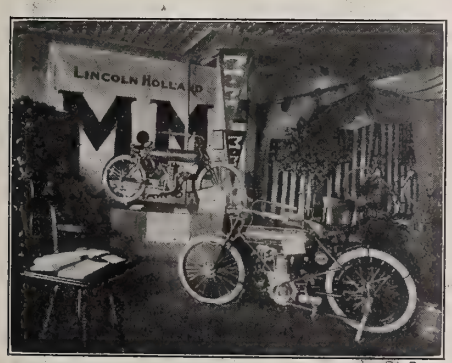
Wind Shields, Patent Pedals, Music and "Harem Skirts" Help Make Californians' Motorcycle Exhibition Successful—Fourteen Prominent Makes of Machine Staged—Big Crowds Every Day.

Far outdoing anything of the kind that had been attempted on the Pacific Coast before, the second annual motorcycle show, held by the Los Angeles Motorcycle Club, at 631 South Spring street, Los Angeles, Cal., which opened its doors on Monday, 13th inst., is remarkable by reason of the display of motorcycle accessories originating in the West, in addition to the



HARLEY-DAVIDSON DISPLAY

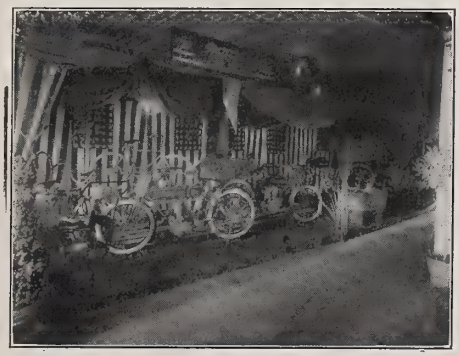
handsome array of well known motorcycles. Fourteen makes of motorcycle were revealed when the doors opened, and the accessories ran riot, not only on the machines, but in the balconies. The machines shown included Pierce, Emblem, Indian, Racycle, Harley-Davidson, M-M, New Era, Wagner, Merkel, Excelsior, Thor, Yale, Moto-Reve and Marvel. The R-S



LINCOLN HOLLAND'S M-M BOOTH

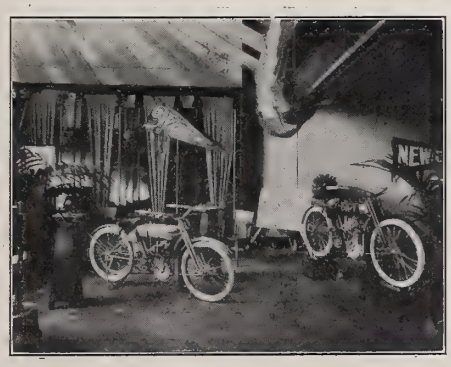
was delayed in its arrival. From the start the show was thronged with men, women and children, and, strange to say, the women were far and away the most numerous. An orchestra kept up a continuous melody and there was a welcome for everybody.

New ideas are plentiful in the exhibits that were contained in the beautifully decorated hall. J. T. Bill showed a wind shield attachment for the Pierce motorcycle that was a stunner to the crowds. It is beautifully made, of the best glass, and has a brass frame hinged in the center to



RACYCLES BACKED BY "OLD GLORY"

allow the shield to drop and give the rider an open view of the road if he desires. Possibly the most interesting of the accessory exhibits, of which there were a great many, was that of the Motorcycle Hanger Co., which concern had a big sign at the front of its booth, "Ride with Both Feet Down." A spring attachment on the right pedal unlocks the pedal and permits it to



WHERE WAGNERS WERE ON VIEW

drop level with the left. A ratchet clutch locks it in normal position when it is needed for pedaling.

"Harem skirts" in motorcycle costumes for ladies were a feature at W. H. Hoegee's exhibit. They were the real thing, too, and attracted no end of attention, not only from the ladies but from the men. Quite a neat waterproof motorcycle drive belt was offered by the Los Angeles Rubber Co. Holmes and Kittle had a handsome exhibit of spankers, tandem attachments and "speed belts." The Hollwell Co.'s new speed indicators for motorcycles also were on view.

W. H. Whitesell was in charge of the Excelsior exhibit; C. W. Risden bossed the Indian show; the J. T. Bill crowd put on the Emblem and Pierce; F. M. Jones staged the Racycle exhibit; C. L. Smith had the Merkel; W. H. Hoegee the Yale; C. M. Frink, Wagner; F. L. Everett, New Era; L.



INDIANS, WITH DE ROSIER OBLIGATO

Holland, M-M; A. Freed, Thor, and A. F. Porteous and Roy Symonds, the managers of the show, backed the Marvel exhibit.

Los Angeles is fortunate in being one city in the United States that can most successfully demonstrate the possibilities of a local exhibition given over exclusively to motorcycles. Because of the mildness of its climate, motorcycling is practically an



EMBLEMS AND A WIND SHIELD.

all-the-year-'round sport in its vicinity, and the Los Angeles motorcyclists number literally in the thousands. Because of the magnitude of its retail trade in motorcycles it had ample justification in undertaking a project such as New York and Chicago have not dared to attempt. The estimated attendance was about 1,500 people per day.

"Pointers" for the Motorcycle Novice

How well I remember my first motorcycle pointers. They were rare in those days—none of us then had had years of experience. The papers weren't full of hints and helps, nor did the manufacturers supply a book of instructions. We listened to each other's experiences. We read every possible hint and passed it along to our riding companions to dwell on and absorb—the day was sure to come when we would need it, for then 75 miles without tinkering was something marvelous.

It is with those "happy days" in view that I thought the new sheep coming into the fold of the "grandest of sports" would be interested in some of the primary tips, so as to be prepared when the expressman backs up to the door with the glittering "one lunger" or "twin," as the case may be. You have filled up your tank and turned on the gasolene and away you go—the engine runs perfectly at slow speed, but when the throttle is open for a few seconds the motor slows down, only to pick up again.

This is probably due to a partially choked gasoline pipe allowing the gasoline to feed in gushes, or, if the winter days are still in force, and the carbureter is set forward of the cylinder and quite away from the motor, the trouble may be due to partial freezing, which condition may be remedied temporarily by placing a shield forward of the carbureter to protect it from the icy draughts.

The engine starts easily, but will not take any extra air when running open.

This is no doubt due to too small a jet, and therefore it will be advisable to slightly (but very slightly) ream out the jet or file the slots, as the case may be, to admit more gasoline. In very rare cases (when the machine has been run for some time) the trouble may be due to a choked or clogged muffler.

Engine is difficult to start and will not take any air.

Provided the contact points and also the spark plug electrodes are the proper distance apart (0.5 mm.) the trouble would be due to too much air being admitted either through the extra air intake or the base (adapter) of the carbureter. If the extra air is closed, partially close the regular air adapter or intake and, if necessary, fit a larger jet as well.

Absence of compression through leakage often causes difficult starting, in which case the cure is obvious—new gaskets—tighten up the joints.

Engine starts well, but the best speed cannot be obtained with the throttle wide open, the motor showing up better when throttle is about half open.

If the engine is designed with automatically operated intake valves, the trouble may be located here, in that the valve may open too far or have too weak a spring, possibly both. Engines of this type should have their inlet valve opening or "lift" reduced to a minimum, 1-16 in, or 3-32 in., and the strength of the spring increased as much as possible, of course taking into consideration that too stiff a spring will cause very difficult starting and prevent the motor from running slowly. The spring tension and amount of opening, strictly speaking, vary according to the diameter of the valves, but with a normal single cylinder motor of about 3¼ in. bore the valve lift should not exceed ⅛ in., while the strength of the spring should be about 2 to 3 pounds. The general law is: For high speeds, less lift and stronger spring; for slow speeds, vice versa.

This trouble may be due to several other causes, as, for instance, too short an exhaust cam, insufficient lift or wrong timing of the same, a choked or clogged muffler, caused from feeding too much oil, or too rich a mixture. If mechanically operated valves are fitted, the trouble is probably due to wrong timing of the inlet or exhaust valves.

Carbureter takes full air at moderate speeds, and seems ready to take more if it were possible to offer it.

The jet in this case is too large—fit a smaller one immediately; also see that adapter or regular air intake at the base of the carbureter is not clogged.

Engine misses when running at all speeds; extra air cannot be given.

Your trouble undoubtedly will be found in the ignition system—loose connections, fouled plug, dead batteries, if magneto, oil on slip ring from over oiling the bearings. Sudden stops or missings are never due with but one exception to the carbureter, but to the ignition system. The one exception is a piece of grit floating about in the nozzle being sucked up, thus totally stopping the supply of gasoline.

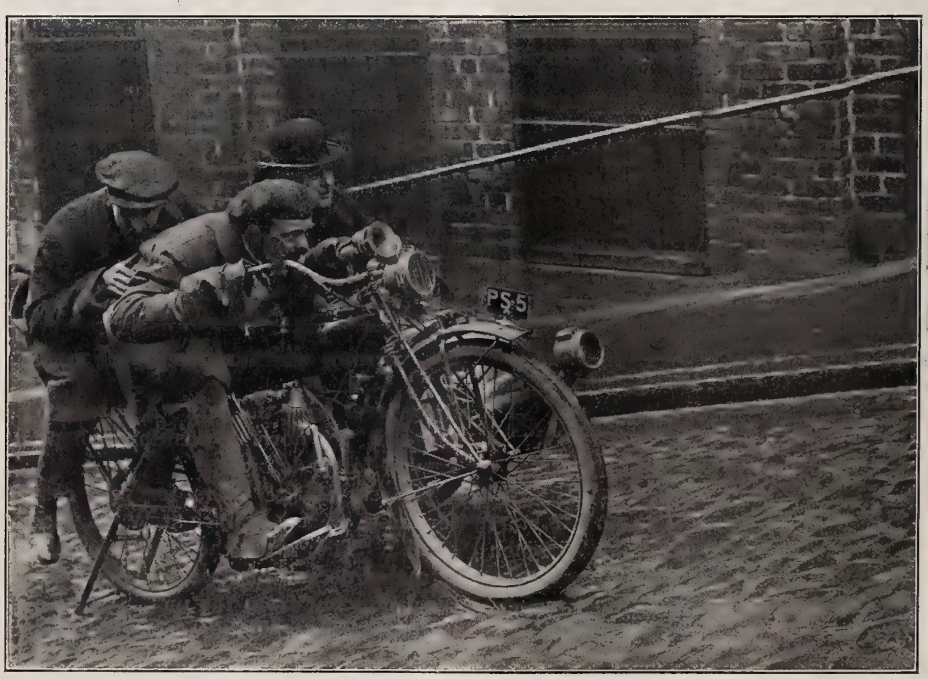
Overheating of engine when running wide open—extra air cannot be given.

This is seldom due to the carbureter but may be due to the following: Wrong timing of the valves; late ignition; partial choking of the exhaust pipe or muffler; too high compression; or engine shielded so as not to receive cooling draughts.

The motor is subject to chronic knocking on grades and hills.

This may be due to high compression, or too early ignition, and may be partially overcome by closing the extra air valve or shutter and retarding gradually the position of the ignition timing. Knocking while on level roads may be caused by pre-ignition—small particles of carbon becoming red hot, or the thin points of a cheap spark plug becoming incandescent, thus exploding the mixture when only partially compressed.

A. H. BARTSCH.



Climbing a grade of 1 in 3½ on Arthur street, Edinburgh, Scotland. Ernest Frasetti, two passengers and a 7 Indian with side-car did it.

A Septuagenarian Convert's Rambles

That age, even when compounded with lack of mechanical skill, is no bar to motorcycling, is the opinion of T. J. Conley, Orlando, Cal., who at 74 years made a trip of over 3,000 miles with no trouble to speak of. The youthful septuagenarian, who rides a single cylinder Indian, toured through the Golden Gate State and well into the fastnesses of Oregon, requiring assistance only on one occasion. In addition to providing a most enjoyable outing at a minimum expense, his motorcycle was responsible for a happy family reunion between himself and his children, whom he had not seen in two decades. Told in his own words, an account of his rambles follows:

"After acquiring all of the information I could about the machine from the printed instructions and practice on the stand, together with a little skirmishing about town, I started from Orlando for southern California, through Marysville, Sacramento, Stockton, Merced, Madeira, Fresno, Visalia and Porterville, in the latter neighborhood where lived my nine children whom I had I had not seen for 19 years. My swoop down on them at a 25 mile clip was a surprise royal to them.

"By this time I began to realize that my mount was good for any road in the Sacramento valley, so I started west for the Coast range, crossing King river over a bridge south of Lemoore to the sheep shearing corrals. Crossing the San Joaquin river at Banty station I traveled north to Red Bluff and Anderson—shearing sheep at the different corrals on the way through Colusa and Glenn county—then up the Tamarack road to Big Valley, through Beber, Aden and Alturus to Lake View in Oregon.

"From here I went north to Summer Lake, to Silver Lake and Buck Creek, then back through Warner Valley to Cedarville, south, and then west over a range of hills to Big Valley again. Then I took the Tamarack road back to the Sacramento



T. J. CONLEY AND HIS MOUNT

valley. At Orlando my cyclometer registered 2,103 miles. Since then I have ridden 1,634 miles.

"I never have had assistance but once. That was owing to the rocks and washouts when climbing the 11 mile stretch from Whitmore to the mountain summit, going north. Diverting a moment at this point. I would advise any motorcyclist, when about to coast down a long and steep mountain road first to put his battery switch plug in his pocket or else disconnect the plug wires if he has a magneto. Then he can use the compression as a brake. Otherwise the bumping over rocks and big pine roots may advance the spark until the machine gets beyond control and then the rider will reach the bottom of the slope in record time if a tree or boulder on the way does not interfere.

"Never did a motorcycle get such a test for endurance. Over the oiled roads that were full of pot holes, the sand and gravel roads of the South, then the lava rock, pine roots and steep grades in the mountains. And if this punishment were not enough, there was the sage brush of Oregon and Nevada, coupled with the mechanical ignorance of the rider, all of which I think is sufficient to prove that a motorcycle was a very good investment for me. My machine seems to be just as good today as the day I received it. The only stops that I have had were to clean soot from the spark plug. Although I am now 74 years old, I expect to continue riding a motorcycle for several years to come."

Toronto Endurance Run Brewing.

From Toronto to London, Ont., and return is the route that has been selected for their project by some of the members of the Toronto Motorcycle Club who are proposing an endurance contest for May 24. The distance between the cities is 128 miles, making 256 miles for the round trip. The roads are good, bad and indifferent, so that the route would afford all the variety of going that could be desired for a contest of this character. The club has not yet officially taken up the project, but will consider it in the near future.



"Look at 'Em Go!"

Rival Claims for 100 Per Cent. Honors.

Challenging the claim recently made by the Motorcycle Touring Club of New York, affiliated, that it was the first 100 per cent. F. A. M. club, R. S. Morton, of the F. A. M. Night Owl Club, and J. U. Constant, of the Linden Motorcycle Club, both of Brooklyn, N. Y., respectively, lay claim to the honor in behalf of their organizations. Morton says that his club was the first one to affiliate, and became a 100 per cent. club at the same time. Constant states that the Lindens received affiliation number 4, and that they were the first to bring in a full quota. It is understood that the Tourists' claim to be the first 100 per centers was based on information received from Secretary Gibson to that effect at the time they affiliated. It would seem that he is the proper person to decide the controversy authoritatively.

Bridgeport Gets the Racing Bug.

Once a hotbed of bicycle racing, Bridgeport (Conn.) now is preparing to assume a similar position in the motorcycle world. The first step in this direction was taken this week when the Lake and Bridgeport Motorcycle Club was formed to promote motorcycle meets at the Bridgeport Aerodrome, formerly Nutmeg Park, situated in Stratford, a suburban town situated a few miles from the northern border of the Park City. The new organization is closely identified with the Bridgeport Motorcycle Club and will have its headquarters at the rooms of the latter. It is planned to hold eight meets during the summer, dates to be announced later, and to put on amateur and professional events. Liberal inducements will be offered to the leading riders in both classes to compete.

DeFraga May Be Another DeRosier.

Daredevil motorcycle racing of the most sensational sort is promised if Ernest Pye, manager of the Salt Lake City saucer, is successful in persuading Cecil DeFraga, of Melbourne, to come to the "States" and ride as he has been riding in Australia. DeFraga is Australia's star motorcyclist and automobile racer. He is daring to a degree that keeps him in splints and bandages no small portion of the time, but he has made the fastest times that ever have been made in the Antipodes. In racing he is described as a veritable madman. He is well versed in the mechanical and engineering side of motorcycling, and is able to get about all the power and speed there is out of a motor.

Jersey 24 Hour Run Sanction Delay.

Before granting a sanction for the 24 hour endurance run of the New Jersey Motorcycle Club, the chairman of the F. A. M. competition committee has insisted that the entry blanks have a clause providing that the contestants shall carry proper lights during the night part of the run, and that the blanks have an agreement form absolving the club and the F. A. M. from all liability from any cause. He required, also, that the club should arrange to distribute the prizes within five days after the conclusion of the run, which is to take place May 29-30. These matters having been straightened out, the club is to receive its sanction, and will issue its entry blanks immediately.

But Ain't It Natural?



Thornley Praises His Referees.

"I have nothing but the highest commendation for every referee that I have appointed," said Chairman Thornley, of the F. A. M. competition committee, the other day when the question of dissatisfaction over referees' decisions was brought up. "They have followed instructions to the letter, they have given every rider a square deal, notwithstanding the allegations of certain riders to the contrary, and while my representatives continue to officiate as they have been doing I propose to uphold and stand back of them to the very last ditch. A motorcycle referee and a baseball umpire can sympathize with each other. Neither has any friends, either among the participants in the sports where they officiate or the spectators. Criticism, roasting and abuse is their common lot, and it therefore is but right that they should receive their due."

Speed Might Upset Discipline.

For the militia of Canada a motorcycling corps is being proposed by the officials. Humorous objection is offered that discipline in the motorcycle corps might be badly upset where a captain had a 3 horsepower machine and a private owned a 7 horsepower, as the private might be inclined to "make a monkey" of the captain on the road.

Wichitans May Race to Kansas City.

Enthusiasts in Wichita, Kan., are projecting a motorcycle race from that place to Kansas City and return. The distance is 246 miles.

WHERE TIMID MOTORCYCLISTS TURN BACK TO SYDNEY, N. S. W.



This point on the South Coast is 30 miles from Sydney. To go further means riding hair-raising grades. Few go.

Speed Run for Spokane's Riders.

For its first road race of the season the Spokane Motorcycle Club, of Spokane, Wash., has chosen March 26 as the date, and for the route has selected a run to Coeur d'Alene city and return, the trip to cover close to 67 miles. Most of the members of the club have made the run in times past, and it is expected that last year's best time for the trip will be broken. In a practice run, on the 12th inst., a number of the new members of the club showed up in fine style, and it was evident that the older riders will have to extend themselves to the limit to beat them when the race is held. Captain Auld, of the club, is confident that there will be at least 75 entries for the event. J. S. Cook has been elected to take charge of the riders on the different runs that are planned, and he will have the power to fine any of the members who do not obey his instructions. He will have full charge of the road race while the riders are on the road.

Indianapolis Reiterates Its Plea.

From the viewpoint of Indianapolis motorcyclists there is every reason in the world why their city should be successful in its bid for the F. A. M. meet this year, and none whatever why it should not. In pleading its case one of the leading members of the Indianapolis Motorcycle club remarked: "Two years ago when no one else would take the meet, we did, and at that time the old track at the Motor Speedway was unfit for racing. Then we did not have a fair chance to entertain the visitors in the right way. Now we have a good track—the best in the country—and we want another chance to entertain the F. A. M. and to hold the meet. Indianapolis is so conveniently situated that a great many riders would find it more accessible than some of the other cities which are bidding for the meet. Furthermore, we have a track already built, not waiting to be built, and no other city can offer as good a track in time for this year's meet."

No Third Term for President Willis.

Fred I. Willis, Indianapolis, Ind., president of the Federation of American Motorcyclists, has declared that he will not be a candidate for a third term. Pressed for reasons for his refusal to run again, President Willis said: "I will not run for office next election as I am too busy now. My business interests demand my attention, which I have neglected a bit lately. However, my interests in the F. A. M. will not cease with the expiration of my term, for under the constitution as an ex-president I shall be a member of the board of directors next year. I am proud of the membership increase and hope to see 10,000 names on the roll when I go out of office."

North Shore's Successful Smoker.

Over 200 members and friends of the North Shore Motorcycling Club of Chicago, Ill., attended a "smoker" given by that progressive organization in its new club rooms at 732 Sheridan road, on the night of the 18th inst. The entertainment was of a quality that evoked many favorable comments for the house committee. The club has 150 members.

Louisville Will Make a Request.

If Indianapolis, Ind., succeeds in landing the F. A. M. national meet, the Louisville Motorcycle Club, of Louisville, Ky., intends to make a strong effort to have the national endurance run come through Louisville. The club contends that the South never has had any part of an F. A. M. endurance run in its territory, and that it should now have some of the benefit that the endurance run creates in stirring up interest. A suggested endurance run route is offered from Indianapolis to Louisville by way of Columbus and Peoria, and from Louisville to Cincinnati by way of Shelbyville, Frankfort, Versailles, Lexington and Paris, Ky. This would take the contestants through some of the finest scenery in the Blue Grass country. The club does not care how the endurance riders get from Cincinnati to Indianapolis, but indicates that the route might be through Columbus and Toledo.

Two Days of Racing for Chicagoans.

Encouraged by the success which attended its one entry into race promoting last season, the North Shore Motorcycling Club, of Chicago, Ill., is going to try to "repeat" on a larger scale, and thinks that it can get away with the undertaking as handily as before. It has scheduled a two day exclusive motorcycle meet at the Hawthorne track for Sunday, May 28, and Tuesday, 30th. A big card will be arranged, and efforts made to bring on some of the top notch executors of the Huyck skid, which was originated by that diminutive flier, and widely copied by other ambitious corner cutters.

CLUBS ARE SWARMING TO F. A. M.

All Parts of the Union Show Brisk Organization Activity—Estabrook and Gibson Busy.

A continued increase in new clubs and affiliations is the glad news which Chairman Estabrook of the F. A. M. membership committee embodies in his weekly report of his department. It did not require long for the F. A. M. serum to "take" with the new Atlanta (Ga.) Motorcycle Club, as is evidenced by its affiliation on the 11th inst. with 24 men. This club ran a dead heat with the South Chicago Motorcycle Club in the race for affiliation, both registering on the same day. Opposite affiliation number 94 stands the name of the Newcastle (Pa.) Motorcycle Club, which received its credentials on the 13th inst. Thirteen men enlisted under its banner.

C. G. Holmes, 165 Bushwick avenue, Trenton, N. J., having indicated his intention of trying to form a club in the Jersey capital, Chairman Estabrook is willing to back his faith in Holmes "making good" to the extent of a handful of good Havanas. Holmes thinks that he can corral at least 25 of the 100 unattached motorcyclists who are roaming about town, and weld them into a fine organization.

Sheboygan, Wis., has no motorcycle club but it needs one powerfully bad, according to the Wald Co., 317 N. Eighth street, dealers in that city, and it indicates its intention of putting Sheboygan where it belongs. There is said to be good club timber in that section, waiting to be shaped up.

Indications are not wanting that at last the South is developing a deep and lasting affection for motorcycles after somewhat disdaining to notice them heretofore. From the new Chattanooga (Tenn.) Motorcycle Club comes word that it will vote on the question of affiliation on the 30th. It is gaining members rapidly since its organization last month.

Business went on as usual in Secretary Gibson's office on the 17th inst., St. Patrick's Day, and while he does not indicate that he used green literature on that occasion it would not have been out of place. A green certificate of affiliation hanging in the quarters of the Indian Motorcycle Club, of Cleveland, O., would be a perpetual reminder to the 12 members of the day when they joined the family. The Clevelanders will be known as No. 95. E. M. Tracy, of Euclid, is secretary.

Even though he lives in a Puritanical state, noted for its strict observance of the Sabbath and for its severe punishment inflicted on those who do work on that day, Gibson takes chances of being put in the stocks for Sunday labor. On the 19th he gave the F. A. M. Motorcycle Club, of Oakland, Cal., its affiliation papers bearing number 97. The Californians came in 50 strong, indicating that Secretary E. F. Ross, 521 San Pablo avenue, Oakland, has no sinecure in that office.

Motorcyclists of Frankford, Pa., a suburb of Philadelphia, have the club bee buzzing in their ears, and likely will show results soon. They are favorably disposed to make it an F. A. M. club.

E. W. Lozier, Corona, Cal., is whirling the membership lasso among riders in that section and soon expects to corral enough of them to form a club. It will affiliate.

W. J. Coleman, 1915 Whitney avenue, Niagara Falls, N. Y., is directing the campaign for new members that the Niagara Falls Motorcycle Club is waging. In the meantime the charter is being held open.

F. A. Nemec, 712 St. Germain street, St. Cloud, Minn., and Ray Vyne, Prescott, Ariz., report that they have new clubs in process of incubation. The hatching is expected to occur shortly.

Youngstown, O., is one of the latest cities to qualify with a club. It serves notice that it will apply for its affiliation papers soon.

One hundred per cent. F. A. M. is the slogan that the newly formed Utica (N. Y.) Motorcycle Club has adopted. It closed its charter recently with 45 names on the list. A rapid increase in membership is already in process.

Roberts is Made an F. A. M. Referee.

H. T. Roberts, sales manager of the Aurora Automatic Machinery Co., Chicago, Ill., has been appointed official referee for the Western District, by the Federation of American Motorcyclists. He has accepted the office.



"A Hot Spark."

HOW TO VOTE AT NATIONAL MEET

Delegates Should be Instructed on Important Questions by Clubs, Willis Says—Advance Discussion.

Not all members are familiar with the machinery governing the annual national meet of the Federation of American Motorcyclists, and in order to have this year's meet efficient in carrying out the real wishes of the membership, President F. I. Willis is taking steps to have all the more important questions and "issues" that will come up, well discussed and digested before the meet takes place. In explaining the system that now prevails at national meets, President Willis says:

"The 1911 meet promises to be one of the most interesting since the organization of the F. A. M. The Federation has grown very rapidly during the last six or eight months.

"At the last meeting the constitution was revised so that the government of the body shall be by delegates. The constitution and by-laws require that a delegate be appointed for each 25 members or major portion thereof; that is, if an affiliated club had 38 members they would be entitled to two delegates. The state commissioners shall appoint one delegate for every 25 members or major portion thereof, after deducting the membership from affiliated clubs.

"Heretofore the meetings of the national body have been conducted in too short a space of time and consequently the best interests of the Federation have not always been paramount. It is therefore my desire that any member or any affiliated clubs of the F. A. M. that should desire to submit any proposition to the national body should send the same to Secretary Gibson at as early a date as is possible. These resolutions will then be made public and different clubs can discuss the matter in interest and pass resolutions for or against the same and instruct their delegates as to the best interests of the F. A. M.

"There is now a proposition to be brought before the F. A. M. for promoting a national racing circuit. There has also been a discussion as to the desirability of changing some of the racing rules, as well as many other questions to be brought up from time to time, and it is my desire that as much publicity be given to these matters as is possible.

"As the delegates will be representatives of the affiliated clubs, it is very necessary that they should go to the meet properly instructed as to the desires of their club. It is my desire that the F. A. M. be conducted in a manner that will bring about the greatest amount of good to the greatest number of its members."

BEACH RACES FOR MOTORCYCLES

Jacksonville Speed Carnival will Include Them, After All—Possibilities of Record Trials, Too.

Events of the past week now make it practically assured that there will be motorcycle racing, and perhaps record trials, in connection with the automobile speed carnival at Jacksonville, Fla., the latter part of this month. Although E. A. Moross, who is acting as manager of the carnival, stated that there would be no motorcycle events in connection with the meet, a sanction has been granted to the Jacksonville Motorcycle Club for March 31.

Ray E. Reed, who is the official F. A. M. referee for that district, will officiate at the motorcycle events. He is one of the leading spirits in arranging the motorcycle meet. The club has secured the use of the official electrical timing apparatus for the day of its races, thus assuring that all times will be as near correct as it is possible to have them. Of course, it is not expected that any records will be broken, at least not in the club events, as the riders and machines nearly all will be from the local district. It is the aim of the club to make as much of a local affair as possible, and therefore no effort is being made to attract outsiders, although they will not be barred should they desire to enter.

It has been rumored that some of the motorcycle manufacturers who are prominent in racing are desirous of sending men and machines to try for straightaway records during the carnival. In this connection it is understood that the attitude of the club is, that if such record trials be held that they take place entirely apart from the club meet and under a separate sanction. In behalf of the club, Referee Reed is reported as stating that if the competition committee insists on record trials being held in connection with the club meet and under the same sanction, the club would consent, but that it would prefer to have the trials run separately, as it is the belief of the members that if speed trials were held in connection with the meet they would overshadow the club's own events in prominence. The local riders want all the glory for themselves, if possible. However, Referee Reed indicates a desire on the part of himself and the club to do everything in their power to assist in making the record trials a success if they take place. Assurance is given that the electrical apparatus will be used to record any trials that are made, so that if any records are established they will be official.

Chairman Thornley, of the competition committee, is an ardent supporter of the suggestion advanced by the club regarding keeping the record trials, if there be any, separate from the regular club events. He is unwilling to upset the original plans of the club by shouldering it with the labor of handling the details of the record trials, and he says that he will have nothing to do with record trials unless they are run separately from the club events under a separate sanction.

The chairman has written to the manufacturers whom he considered interested in such trials, suggesting that if they desire to try for straightaway records a sanction be applied for and an entry fee named that would be sufficient to compensate the referee and other officials whose services would be necessary. If this suggestion is carried out, the trials will be purely a trade affair, promoted by the manufacturers concerned, and all moneys received for entries likely would be absorbed by fees and expenses incurred by the officials.

Worcester Club Wants a Speedfest.

Provided that the local speed platter, Greendale track, can be secured for the occasion, the Worcester (Mass.) Motorcycle Club is to hold a big race meet either on May 30, Decoration Day, or on July 4, Independence Day. The proposition came up for discussion at the last meeting and was enthusiastically received. The members were heartily in favor of staging a big motorcycle meet, something that Worcester never has had, and efforts will be made to put on an all-star card if the meet takes place. It all hinges on securing the track, and a committee was appointed to see if this can be done. Three new members were taken in at the meeting. The club, which has been meeting temporarily at the store of George F. Clark, the local Indian agent, decided to rent the Rice cottage on the Shrewsbury side of Lake Quinsigamond for the summer. Possession will be taken April 1, and the hat was passed at the meeting to raise funds for furnishing the new quarters. The response was very liberal, and enough was realized to furnish five rooms handsomely. Members are looking forward impatiently to April 19, when the first of the club's series of four endurance runs is scheduled to take place.

Springfield Seeks Hour Championship.

If the efforts of the Springfield Motorcycle Club are successful, the national one hour F. A. M. championship race will be held at Springfield, Mass., on Decoration Day. The club has made application to the competition committee of the Federation for the hour championship, and figures that if it can land it the event will be a rousing good headliner for the proposed Springfield meet. The suggestion also is being made that both professional and amateur riders be allowed to ride in the hour championship, the precedent being that in the national championships for cyclists professionals and amateurs have competed against each other by special permission, after the professional and amateur championships had been decided, to determine whether the professional or the amateur champions were the better riders.

BR - BR - RR - R - R - ZIZZ!



What an amateur photographer snapped at the Guttenberg (N. J.) race track.

CLEVELANDERS HAPPILY FIXED

Have a Live Club and Plenty of Motorcycle Establishments—Numerous Contests Are Scheduled.

In Cleveland, O., the motorcyclists and prospective motorcyclists are very fortunate both as regards dealers and as regards a club. The latter is the Cleveland Motorcycle Club, Inc., which has a commodious club house at 1769 East 79th street, where there is always "something doing." The club holds its regular meetings every two weeks, but the club rooms are open every day for members and visitors. The meetings are well attended, and plainly indicate the great interest that is being taken in motorcycling in the Forest City. There are more than 750 registered motorcyclists in the city, as compared with about 15 two years ago. The dealers expect to see at least 600 more machines sold in the city during the coming season. With this outlook, steps already are being taken to have the F. A. M. national meet of 1912 held in Cleveland.

Plenty of contests already are scheduled for Cleveland riders this year. These will include at least three reliability runs, a hill climb, an economy test, and two or three big race meets, together with the three day endurance run which is to be run by the club on May 28-29-30 and sanction for which has been obtained from the F. A. M. In the endurance run each dealer will have his own trade rider team, a team consisting of three riders of one make of machine. The Cleveland News has put up a large loving cup as a prize for the trade team having the best score. The run, which includes Columbus and Toledo, will be about 500 miles. The dealers in Cleveland intend to encourage sociable runs more than ever before, as these have done more than anything else to better the motorcycle business.

The Morse Motor Sales Co., distributor for Flying Merkel and for New Era motorcycles, has recently opened a service department, for the comfort of Cleveland motorcyclists. H. H. Sill,, an expert repair man, has been given charge of the department. He spent considerable time at the motorcycle factories to become thoroughly acquainted with the machines. "Louie" Mueller, one of Cleveland's veteran dealers, has received a carload of Indians, which are steadily diminishing from his stock, and he expects to receive another carload of the Springfield product in the near future.

The Lister Motorcycle Co., which formerly was known as the Lister Bicycle Co. and which is composed of five Lister brothers, is making a number of Harley-Davidson converts. William Lister is an enthusiastic booster for the Cleveland Motorcycle Club, and has brought in quite a few new members. P. J. Carleton, who represents the Emblem, has disposed of his first shipment of machines and has placed orders for more. The Auto Repair Co., under the management of H. D. Hanna, handles the Reliance and Greyhound motorcycles, and is looking forward to a big season.

The Casino Cycle & Repair Co., which has the Cleveland agency for Thor, Pierce and Excelsior, is more than content with this season's business thus far, and is enjoying the reputation of making good on deliveries. E. J. Knapp, who has the Wagner line, is finding that his offerings are more than holding their own. Vincent Brothers, who handle the Minneapolis, say that this will be their banner year with the Minnesota product. The Marvel dealers in Cleveland are the well known Jepson brothers, who formerly handled the Curtiss and who are declared to be "delivering the goods."

"Pipe-Dreaming" in Cincinnati.

Exaggeration seems to have been a fault of a correspondent in Cincinnati, O., who sent in a story about two Cincinnati motorcycle clubs and about a projected tandem club in that city. A. K. Sanders rises to remark that there is but one club in the city, viz., the Motorcycle Club of Cincinnati, and that it has not yet come out of winter quarters. He knows of no clubs that are giving Sunday runs from Government square. As for the "tandem club," he regards the proposal as a joke originated by the correspondent.

ROAST A SPEEDER AT BANQUET

Toronto Club Member is Censured—Big Crowd Answers the Club's Invitation to Dine.

When the crowds began to arrive for the first annual banquet of the Toronto Motorcycle Club, Toronto, Ont., on Monday evening, 20th inst., the officers found that their hope for a good attendance was consummated almost to an uncomfortable degree, as the attendance was nearly 100 and it took some lively work to provide for them all. In fact, the turnout for the first dinner of the club exceeded all expectations. Several officials of the Canadian Wheelmen's Association were present, and their remarks indicated that the utmost harmony is to prevail between the cyclists and the motorcyclists during the coming season.

One of the younger members of the motorcycle club received a roasting at the dinner, from A. V. Wiggins, the social chairman, for street racing. The rider had engaged in a little brush with a stranger on one of the residential thoroughfares. Succeeding speakers also gave the offender a few digs, as one of the chief aims of the organization is to exercise a curb on all practices that have a tendency to put motorcycling in disrepute. The members also were warned to keep their mufflers closed. Representatives of several newspapers were present, and promised to give the club as much boosting as possible.

SOUTH AMERICA FAVORS MOTORCYCLES FROM "THE STATES."



The picture is that of Juan J. Billiet, on a 1909 four cylinder Pierce. He sells the Pierce in Buenos Aires, in rivalry with European machines.

PARKWAY HANDICAPS CHANGED

New System Adopted for Long Island Motorcycle Race—Course Has Been Shortened to 17 Miles.

Abandoning the somewhat complicated system of handicapping first proposed, which inflicted penalties on each rider according to whether his average per mile in the race itself exceeded or fell short of his claimed best time for a mile in a test before the race, the Motorcycle Touring Club of New York, Inc., has adopted a new method of handicapping for its road race on the Long Island Motor Parkway, on Sunday, April 2, that promises to give better results. Under the new system of handicapping there are six classes of machines provided for as follows: Class A, 7 horsepower; Class B, 6 horsepower; Class C, 5 horsepower; Class D, 4 horsepower; Class E, 3½ horsepower; Class F, 3 horsepower; Class G, 2¾ horsepower.

In figuring the handicaps, the machines in each class are arbitrarily credited with being capable of attaining certain speeds, as follows: 7 horsepower, 65 miles per hour; 6 horsepower, 60 miles; 5 horsepower, 58 miles; 4 horsepower, 55 miles; 3½ horsepower, 48 miles; 3 horsepower, 45 miles; 2¾ horsepower, 40 miles. These speed ratings are not based on any actual trials of machines in each class, but are arbitrarily taken as an average of what the various machines have shown heretofore in all around work in the hands of riders. On the whole, the various speed ratings appear fair to the machines to which they apply.

The handicaps are as follows: 7 horsepower, scratch; 6 horsepower, 1:15 time allowance in starting; 5 horsepower, 1:50; 4 horsepower, 2:50; 3½ horsepower, 5:30; 3 horsepower, 6:55; 2¾ horsepower, 9:45. Theoretically these handicaps ought to produce a corking finish, for they provide for all classes finishing within four seconds of each other, and three classes running dead heats. According to their rated speeds and the handicaps allotted to them, machines in Classes B, E, F and G, which is to say the 6, the 3½, the 3 and the 2¾ horsepower machines, respectively, all should cover the 17 miles course in the same scratch time, viz., 15:45. Machines in Class C, 5 horsepower, are due at the finish in 15:45⅙, or one-sixth of a second later than the others. Class D, the 4 horsepower machines, are allowed only 15:42¾ from scratch time to cover the course, while Class A, the 7 horsepower machines, must go still faster, or finish in 15:41½. On this basis, both the "fours" and "sevens" get a little the worst of it on the handicapping, the former 2¼ seconds and the latter 3½ seconds, but as it is very unlikely that the actual times made will agree with these assumed speeds absolutely, the apparent trifling disadvantage will be neutralized if not entirely wiped out in the race itself.

Because of the deep sand encountered where the finished section of the Motor Parkway ends, it was found impracticable to adhere to the 25 mile course originally set, and therefore the distance has been cut to 17 miles, which is all one way; that is to say, there will be no repeating. The race will start from Great Neck on the Parkway at 10 a. m. Entry blanks are out, and state that the race is sanctioned and will be run under F. A. M. rules, but as yet no sanction has been applied for or granted, according to Chairman Thornley.

One of the chief features of the race, aside from the fact that it will be the first motorcycle road race to be held in the vicinity of New York in several years, is that it is claimed to be a strictly stock event, and that the only change from regular equipment that will be permitted will be the fitting of racing bars. Perhaps the chief objection to the event is the short distance, as the race will be over in 20 minutes at the most, and will not afford a satisfactory test of machines. Despite the effort to handicap all machines equitably, it is practically certain that one of the big machines will win the race, for on such a short course, requiring no slow downs, they will be able to go the route at full speed without overheating.

Prospective entrants who have been trying out the course this week report some phenomenal speeds. It is claimed that one "7" pushed the dial on a Warner autometer up to 70 miles and kept it there for several minutes. Another rider reported a clip of 63 miles, and 60 mile speeds are quite common, apparently. Verification of one speed merchant's claims for fast traveling were to be had in a small silk American flag which was whipped to ribbons after one day's practice on the Parkway. Incidentally, the riders who are training on the course are finding that the cement surface is pretty severe on tires, and in a long race it would be a factor to be reckoned with.

There will be three prizes awarded as follows: First, gold filled watch; second, silver watch; third, gold medal. The entry fee is $1, and entries are being received by H. F. Bidwell, 2142 Broadway, New York City. It is expected that there will be about 30 starters. The race is open only to amateurs.

Detroiters Projecting a Saucer.

Chances for some good motorcycle racing in Detroit, Mich., this summer are pretty bright. The Detroit Motorcycle Club is contemplating building a board track, and has sent a representative to New York to confer with Chairman Thornley of the competition committee regarding sanctions and protection on dates that may be scheduled.

BROOKLYNITES "AWFUL SWELL"

Form a New Organization Styled the Invincible Motorcycle Club—Its Fine Home.

Taking for its name the formidable title of The Invincible Motorcycle Club of Brooklyn (N. Y.), a new organization devoted to the encouragement of motorcycling was launched in the City of Churches on Tuesday night, 21st inst. It represents the culmination of a movement that has been in progress for some time, looking to the formation of a new club in "the bedroom of New York" that would be different from any motorcycle organization that has existed in that city. The club starts with 27 charter members, who are said to represent the very elite of the motorcyclists of that section.

The membership limit has been placed at 50, and members state that it will be a very easy matter to bring the membership up to the limit at any time it is desired to do so, but that it is the intention of the club to maintain a high standard, and to inquire closely into the character and antecedents of every applicant. It is desired to keep the club exclusive, without snobbishness in any degree, but to admit to membership only the better class of riders. In short, the "rough necks" have no chance. It was decided to incorporate, and also to become an F. A. M. affiliated club, it being provided in the constitution that every one of the members shall belong to the F. A. M.

The initiation fee is $5, and the dues are $20 a year. In securing suitable quarters the new organization is particularly fortunate, having made arrangements to meet at the Invincible Club, 78 Herkimer street. The latter organization, from which the motorcycle body takes its name in part, is a prominent social and political club and possesses a $30,000 club house, including library, restaurant, bowling alleys, gymnasium, pool tables and storage room. All of these privileges are open to the motorcyclists, who, however, are not a branch of the Invincible Club, but an entirely separate organization. It is the intention of the new club to make a name for itself during the coming year for promoting sporting and social events.

The officers and committees are as follows: O. P. Warlich, president; H. E. Stout, vice-president; J. U. Constant, secretary; A. B. Pollock, treasurer; A. J. Rochow, captain. Executive board: Walter Goerke, H. J. Mann, M. M. Aiken, F. H. Chase. Competition committee: A. J. Rochow, Walter Goerke, A. B. Pollock, George Hochspring, J. U. Constant. House committee: H. E. Stout, H. J. Mann, M. M. Aiken, Frank Hochspring, J. C. Fawcett.

F. A. M. ENDS N. C. A. ALLIANCE

Complete Break Results from Former's Desire to Control Motor-Pacing for Bicycles—The Correspondence.

Formal breaking or cancelation of the affiliation existing between the Federation of American Motorcyclists and the National Cycling Association has been announced by the F. A. M.. The latter has ended the affiliation because the National Cycling Association will not let the Federation assume control of the pace-makers in motor-paced bicycle races. The cycling body claims that although by special agreement with the Federation the N. C. A. yielded control of motorcycle racing to the F. A. M., in 1906, there is no reason why it should also give the F. A. M. control over the pace-makers for bicycle racers.

The difficulty between the two associations started last summer in Salt Lake City, when there was a squabble over riders who were riding motorcycle races on some occasions and at other times were acting as pace-makers for the cyclists. The chairman of the F. A. M. competition committee conceived the idea that, contrary to all previous custom, the F. A. M. should have the control of the pacing men in the cycle races. The F. A. M. pushed the point, and the N. C. A. refused to yield.

Among its reasons for refusing to give the F. A. M. control of the pace-makers, it was pointed out by the N. C. A. that motor-paced bicycle racing commenced in 1898, under the League of American Wheelmen, and that in 1900 the National Cycling Association succeeded the L. A. W. as to all kinds of cycle racing, including motor-paced racing. The Federation of American Motorcyclists was not formed until 1903, and it was not until 1906, by permission of the National Cycling Association, that it took control of motorcycle racing. Furthermore, the N. C. A. maintains that it is not the pace-makers who are in competition in motor-paced bicycle racing, but the cyclists themselves, and that the pace-makers are simply track employes who are provided to serve the cyclists and who are under the direction of the latter. The N. C. A. does not assume to assert authority over bicycle pace-makers for Marathon runners, and the American Automobile Association, which controls automobile racing, waives all authority over automobile pacing for cyclists, so that with these parallel examples, the N. C. A. believes that the F. A. M. has no right to mingle in bicycle racing by trying to assume control of the pace makers.

When the strained relations first developed last year, the president of the N. C. A. wrote to the Federation with a view to having the F. A. M. recede from its position. At the national meet of the Federation in Philadelphia, the board of directors was instructed to straighten out the matter with the N. C. A. It was not until February of this year that the board acted, and under date of February 17, 1911, F. I. Willis, president of the F. A. M., wrote to Daniel M. Adee, president of the N. C. A., as follows:

Dear Sir:—

The board of directors of the Federation of American Motorcyclists desire to submit herewith the enclosed articles of alliance and solicit your recommendations in the adoption of the same:

"The board of directors of the Federation of American Motorcyclists assembled to consider the alliance between our two associations, and deem it desirable to obtain a more definite article than heretofore existing, and further that it is the sense of our directors that we desire an alliance that will be mutually satisfactory with your organization. We therefore submit the following:

"In a motorcycle paced bicycle event the N. C. A. is to have absolute control over its own bicycle riders, but the motorcycle rider and machine to be under the rules of the F. A. M., regarding the cubic capacity of machine and qualifications of rider; and the motorcycle rider to be a member of the F. A. M.

"A motorcycle rider taking part in N. C. A. sanctioned paced events does not require a sanction from the F. A. M.

"Each organization shall have absolute control over its own class of riders and machines whenever they appear in a public exhibition or race.

"The F. A. M. is to recognize all suspensions inflicted by the N. C. A. on bicycle riders while riding a bicycle, and the N. C. A. is to recognize all suspensions inflicted on motorcycle riders by the F. A. M. while riding a motorcycle.

"It is understood that this alliance does not permit the F. A. M. to run bicycle contests of exhibitions without N. C. A. sanctions or the N. C. A. to run motorcycle contests or exhibitions without F. A. M. sanctions."

Respectfully submitted for the board of directors.

After a period of consideration, resulting in a unanimous opinion by the N. C. A. board of control, President Adee, of the N. C. A., replied to President Willis, of the F. A. M., on March 17, as follows:

Dear Sir:—

Both of your favors of February 17 and March 10, relative to and submitting propositions for amendments to the existing alliance between the F. A. M. and the N. C. A. are at hand, and the contents of same have been submitted to the board of control of the N. C. A. for its consideration.

It is the unanimous opinion of the board of control that the existing agreement, as formulated by the F. A. M. and N. C. A. several years ago, is in accord with our other alliances, and the N. C. A. can see no reason for changing the conditions.

It would be impossible for us to consider any proposal to take the control of pacemakers in motor-paced bicycle races out of the hands of the N. C. A. Bicycle races, and all that pertaining thereto in the matter of pacing, whether the pacing is done by man or any type machine, comes distinctively within N. C. A. scope and jurisdiction. This principle is embodied in the constitution of the Union Cycliste Internationale, of which the National Cycling Association is a charter member, and is consequently one of the fundamentals of our international alliance.

We thank your board of directors and yourself for your courtesies in the past, and trust that our reasons for not being able to comply with your proposals will appear reasonable to you; and that your honorable body will see fit to continue the existing alliance as outlined in the original agreement.

The ending of the alliance between the two associations was embodied in the reply by President Willis, on March 18, as follows:

Dear Sir:—

I am in receipt of your favor of March 17th and note that your board of control cannot accept the alliance as submitted to you by our board of directors.

It is with regret that I therefore advise you that the alliance existing between the Federation of American Motorcyclists and the National Cycling Association is now at an end.

I assure you that we regret this course very much indeed, but inasmuch as our association has adopted rules whereby the safety of the motorcycle is guarded, I do not feel that this association would be justifiable in having an alliance with your association whereby you have no restriction whatsoever on the motorcycle that is being used in motorcycle paced races.

Moran and DeMara Riding Fast.

Walter DeMara, the American sprint cyclist, is riding well in Paris, according to mail advices from James Moran, and has "come back" to a degree that is a pleasant surprise to his friends abroad. DeMara gave Friol quite a tussle on March 5 in a big open race in Paris, and finished second to the world's champion. On Sunday, 12th inst., in a kilometer tandem-paced race at the Velodrome d'Hiver, Paris, France, Brocco won in the record time of 59:43⅗, with Berthet second and DeMara third. Moran triumphed in the three cornered motor-paced race, 40 kilometers, for the Albert Champion prize, which was a feature of the same program. He made the 28.4 miles in 34:00⅖, defeating Seres and Didier.

Sharpe Heads St. Louis Cyclists.

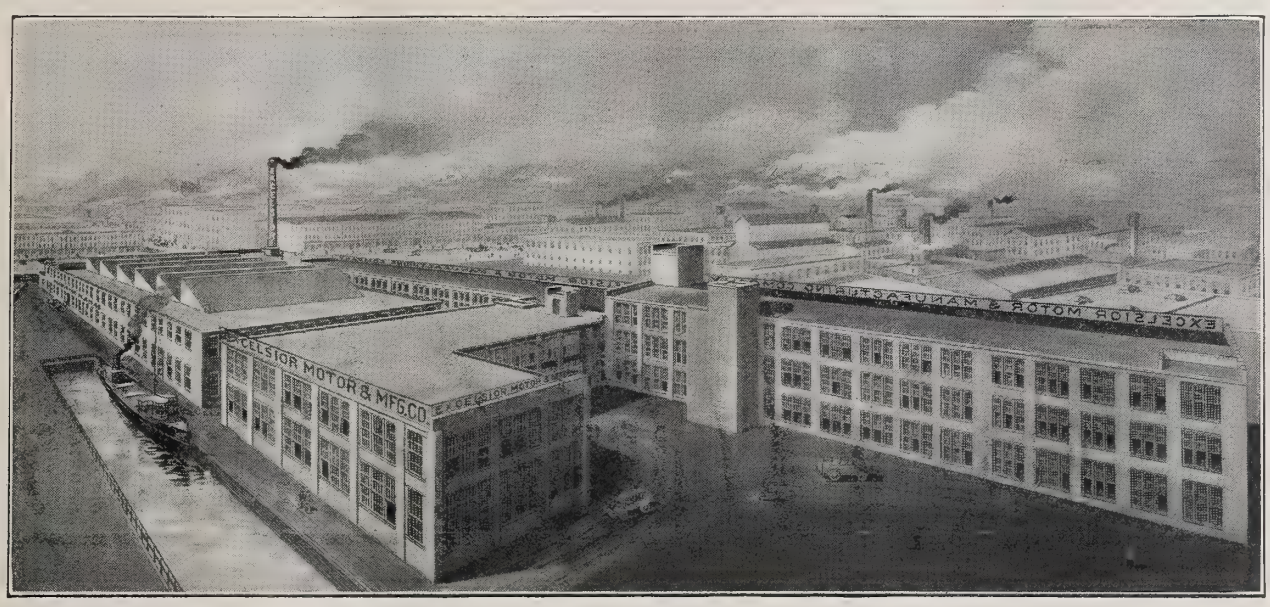
The annual election of officers of the St. Louis (Mo.) Cycling Club resulted as follows: H. S. Sharpe, president; C. B. Jansky, vice-president; O. F. Hassemer, secretary; Charles L. Barr, treasurer; C. Lindenschmidt, captain. The club has nearly 100 members on its roster and during the coming season will devote its efforts chiefly to the promotion of week-end tours and runs.

Keefe's 100 Mile Record Accepted.

Fred T. Keefe's unpaced 100 miles on a bicycle, in 5:02:00, which the Australian ground out at Los Angeles, Cal., on January 11, 1911, has been accepted by the National Cycling Association as the American professional road record for the distance. His claims for the intermediate records of 25 miles, 50 miles and 75 miles still await certification before being allowed.

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A comparison of these facilities with those of factories with a limited product or building only a part of the machine will clearly indicate one of the reasons for

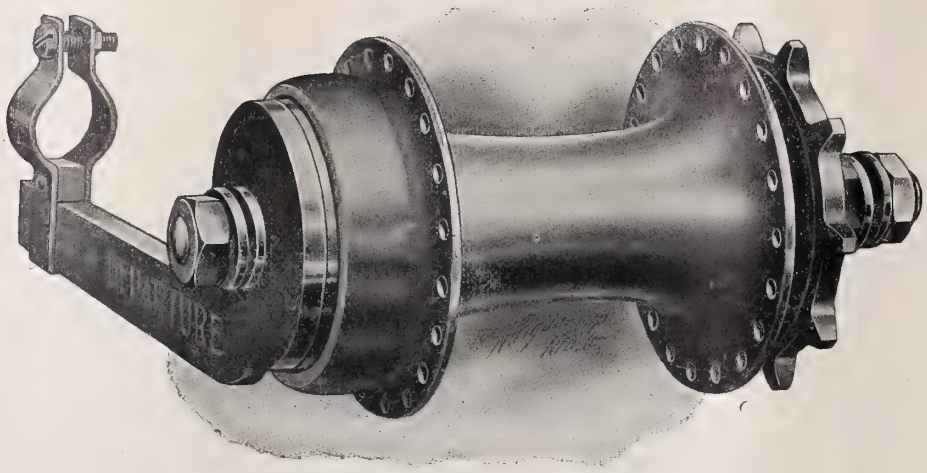
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The merit of the New Departure internal expanding band coaster brake for motorcycles is recognized by every manufacturer, dealer and rider who has investigated it. The number of letters received strongly commending it is nothing short of remarkable. Here is one received from The F. B. Widmayer Company, of New York City. Everybody who is interested in making, selling or riding a motorcycle should read it.

NEW DEPARTURE MFG. CO.,
Bristol, Conn.

Gentlemen:—It gives me pleasure to say that I have used one of your internal expanding band coaster brakes on one of my heaviest tri-cars for twelve months and it has given absolutely perfect satisfaction. There is not the slightest evidence of dragging or binding, and if there has been any wear, I have not been able to find it. There has been no trace of slipping and the brake has been very positive in its action.

I have been much annoyed by the action of other brakes. Taking all in all, your brake is the most satisfactory I have ever used. I also wish to say that it is very free running, as anyone can see by examining the construction.

Very sincerely,

THE F. B. WIDMAYER CO.,
Per Frank B .Widmayer.

NEW CATALOG FOR THE ASKING.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

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NEWARK'S NEW BOARD SPEED SAUCER IN PROCESS OF ERECTION AND NOW NEARING COMPLETION.



When news was cabled over that the world's cycle championships for 1912 are to be held in America, the plans for the new Velodrome at Newark, N. J., were changed to make it a six lap instead of an eight lap track. The track will open April 9.

Fisher Leads Empire "Cork Pullers."

Brooklyn (N. Y.) cyclists who desire to participate in "cork" races will not have to cross the bridge to Manhattan to satisfy their whim, for the Empire City Wheelmen, of the former borough, instituted a season series of these events on last Sunday, and 45 riders turned out for the occasion. Franklin Fisher "corked" in first in the ten mile dash for the prize, closely pressed by Henry Murphy, an outsider. Then came Carl Ericson, of the Empires. The races will take place each Sunday throughout the season, weather permitting, and prizes will be awarded at the end of the year to the three riders scoring the highest total number of points. Points are awarded to the first three men in each race. It was Empire City riders who originated "cork pulling" races.

Reviving Road Races at Salt Lake.

Bicycle road races are to be revived vigorously in Salt Lake City, Utah, this year. No events of this kind were given last year, but E. B. Heagren announces that he has closed arrangements with the Lagoon resort people whereby he will conduct a bicycle race from Salt Lake to Farmington on Decoration Day, May 30. Ernest Pye, manager of the Salt Palace cycle track, also has a road race in preparation. He says that it will be to Murray, over the new State street road.

Berry Reappointed as N. C. A. Member.

C. L. Berry has been appointed member of the board of control of the National Cycling Association for the Rocky Mountain district, which includes Salt Lake City and everything west of Denver. Berry has served in this capacity in the past, his selection to the office being a reappointment.

Bardgett and Williams in Training.

Walter Bardgett and Saxon Williams have started training at Buffalo in preparation for the cycle racing season at Newark and on the Eastern circuit. "Hard work," says Walter, "but we simply had to do it."

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Light Snappy

The Only Bicycle in the World Built for Sprint RACING on Small Board Tracks.

Three Reasons Why

First. It brings the rear wheel four inches closer to the hanger, bringing more weight on the rear wheel, and relieves the strain from the front wheel and forks. This will be appreciated by all track riders, as it is a well established fact that in order to acquire any great amount of speed on tracks with sharp turns, it is essential to have all possible weight of the rider on the rear wheel.

Second. The **New England Racer** uses from 14 to 19 inches less chain than the average racing models. This is a big factor in racing, as a long chain is bound to swerve, and if not kept tight will jump the sprockets or catch on the top of a tooth and break. This is a frequent occurrence on board tracks. On the **New England Racer** the chain can be adjusted as loose as the rider desires without the least danger of jumping the sprocket or breaking.

Third. The rear stays being much shorter, are stronger, and will prevent the sprockets from pulling out of alignment with each other under great strain.

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BICYCLE EVOLUTION EXEMPLIFIED.



At an exposition in Chemnitz, Germany, one of the feature exhibits was that showing representative or typical machines of various periods in bicycle evolution.

Irish-Americans Trim New Yorkers.

Brand new riding suits and reputations as past masters at flat floor riding did not save the New York Athletic Club's team from a good trouncing at the hands of the Irish-American A. C. team at the 23d Regiment games in Brooklyn, N. Y., on Saturday night, 18th inst. In a five mile Australian pursuit, the Irish-American team, consisting of Chris Mohrman, Edward Goodwin and Franklin Fisher, rubbed it into the Mercury-footers good and plenty. The New York's warriors were William Vanden Dries, H. R. Brown and Walter Raleigh, all riders of championship caliber and holders of several flat floor championships. Before the race it was the general opinion that the New Yorks would have a walkover, but when the men went into action the crowd got a surprise. The riding of the New Yorks was very pretty and even, while their rivals kept up a series of spasmodic dashes. Mohrman was the chief factor in bringing victory to his team, for he cut loose repeatedly with terrific sprints that not only shook off his rivals but his own team mates as well. This method of boring in eventually brought results and the wearers of the N. Y. A. C. emblem were passed at three miles and one lap.

Where Cycle Club Captains are Bred.

Considerable pride is being taken by the New York state division of the Century Road Club of America in the fact that its members seem to be of the sort that make good club captains, as attested by information brought out at a recent meeting that six of the members are captains of other clubs. They are as follows: Joseph G. Kopsky, captain, New England Wheelmen; John DeBruyn, Acme Wheelmen; R. G. Westervelt, Morris Park Cycle Club; Charles Akuntious, Iver Johnson Wheelmen; Charles Krudrle, Praha Bicycle Club; Adrian Bastide, Brooklyn division, C. R. C. of A. It is the belief of the New York division that no other cycling organization can equal this showing.

Empire Handicap Coming Along Well.

Basing its prediction on the rate at which entries for the 15 miles handicap at Floral Park, L. I., on May 7 are coming in, the Empire City Wheelmen, of Brooklyn, vaticinate that fully 100 riders will take the gun on the day of the race. In its quest for prizes the club is meeting with a gratifying response from the trade, and promises that the quantity and quality of the prizes offered will be a surprise to many.

New Englanders Hold a "Cork" Race.

J. B. Hawkins was first over in the New England Wheelmen's regular weekly cork race on Pelham Parkway on Sunday, 19th inst. Joseph Kopsky bested George Polacsy for first among the club amateurs. As an indication of the popularity which these runs are attaining among riders, 32 men turned out last Sunday as against half that number in the preceding chase for the gilded guard to liquid pleasure.

"Little Rhody" Riders on Rollers.

The Little Rhody Cycle Club, 7 Greenwich street, Providence, R. I., is going to have some home trainer races soon. At the last meeting it was voted to purchase a set of rollers by subscription and a committee was appointed to solicit subscriptions from the local dealers. The latter are responding liberally and the necessary fund already is in sight.

Kelly=Racine Tires

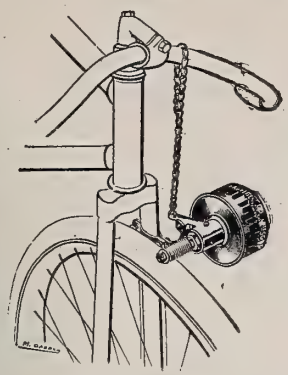
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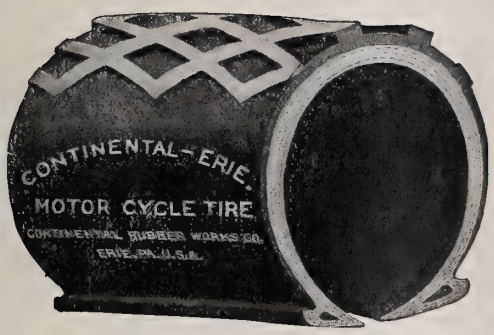
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for motorcycles meet the wants of rider, dealer and jobber. Made right and sold right. We give the jobber absolute protection.



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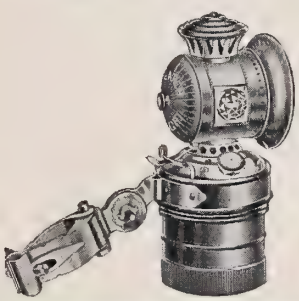
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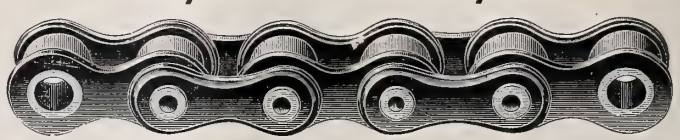
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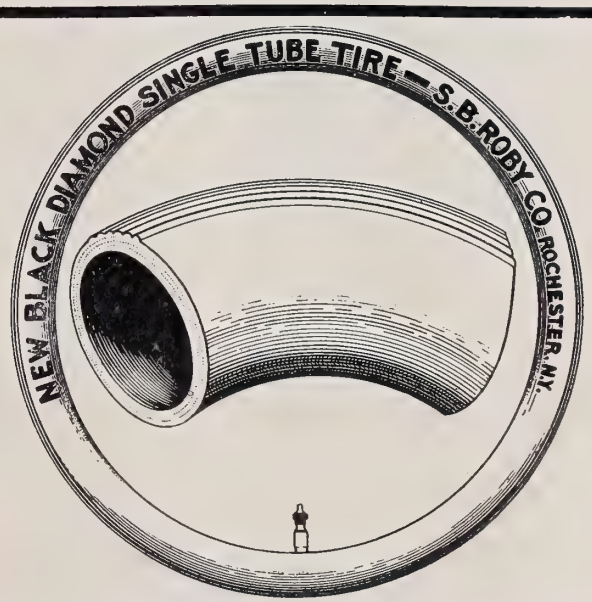
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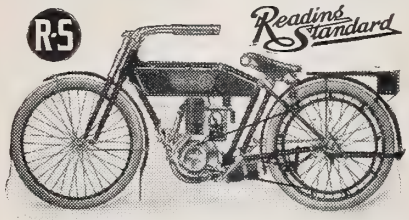
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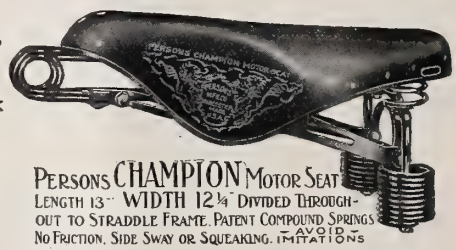


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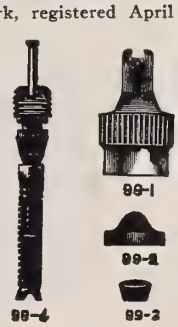
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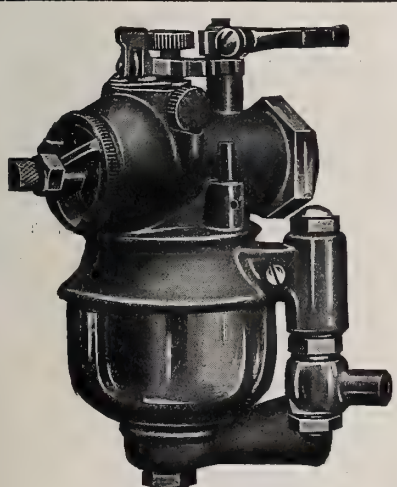
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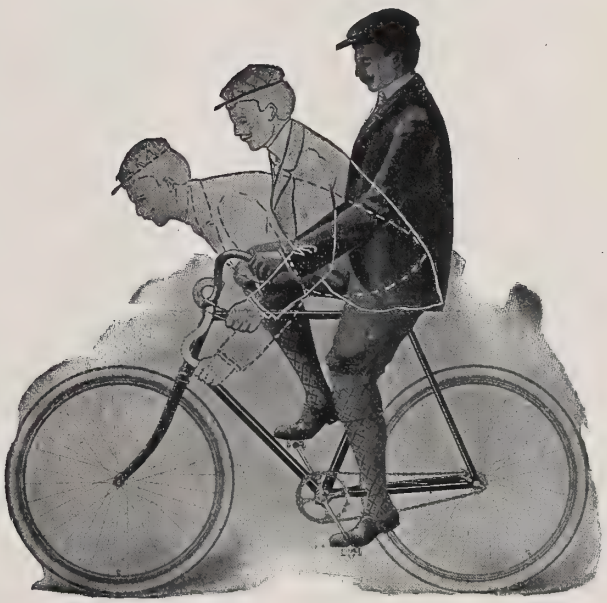


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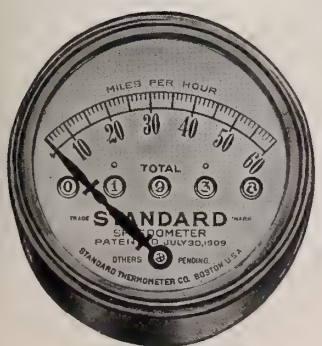
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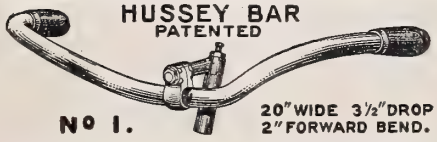
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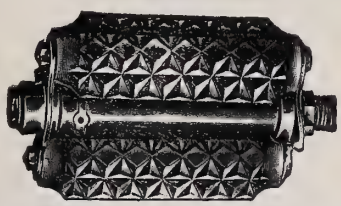
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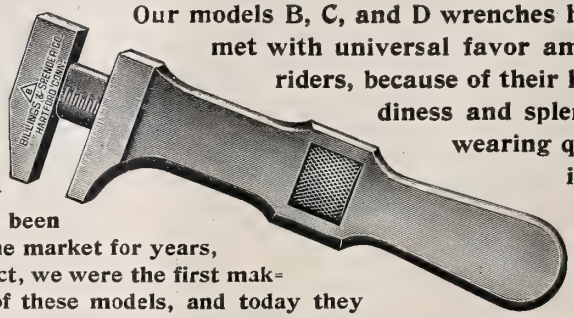
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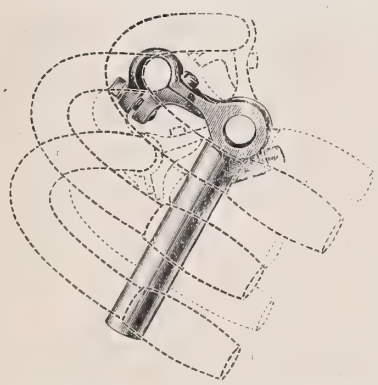
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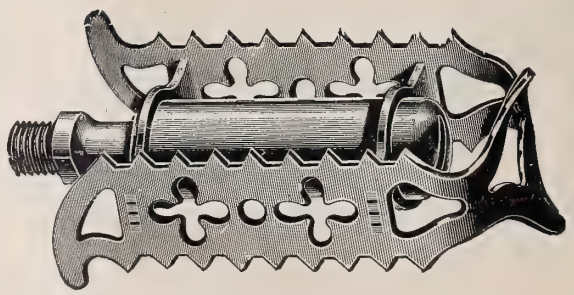


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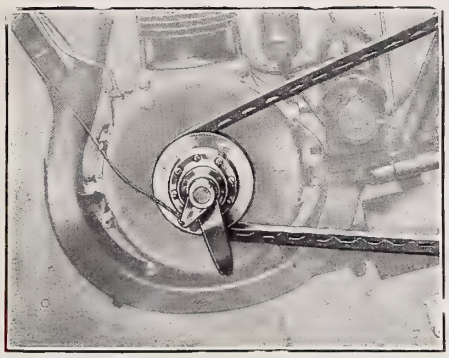


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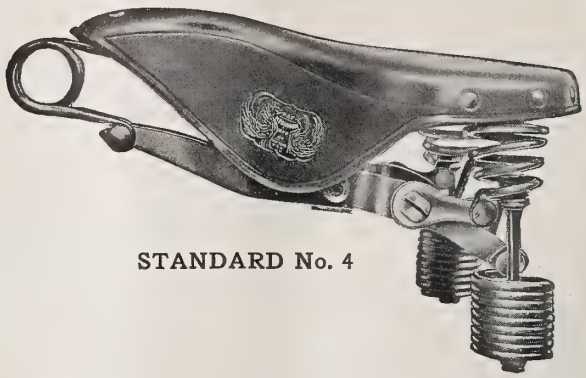
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The specially toughened tread resists abrasion and road wear to the greatest degree—and is unusually resilient—The Best Protection for Our Foundation.

The necessary bond between the Foundation and its Protecting Tread is formed of extra tenacious Para friction—the finest put into a tire.

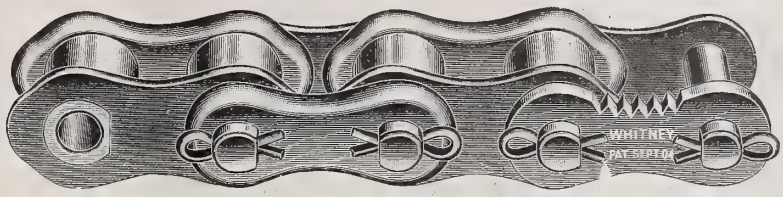
When built up and finished by exclusive Diamond methods the completed casing is a triumph of the tire builder's art.

Benefits?—The motorcycle owner gets from Diamond tires greatest mileage—staunch endurance!

Can you afford any motorcycle tires but Diamond motorcycle tires?

"WHITNEY" CHAINS ARE BUILT FOR STRAINS

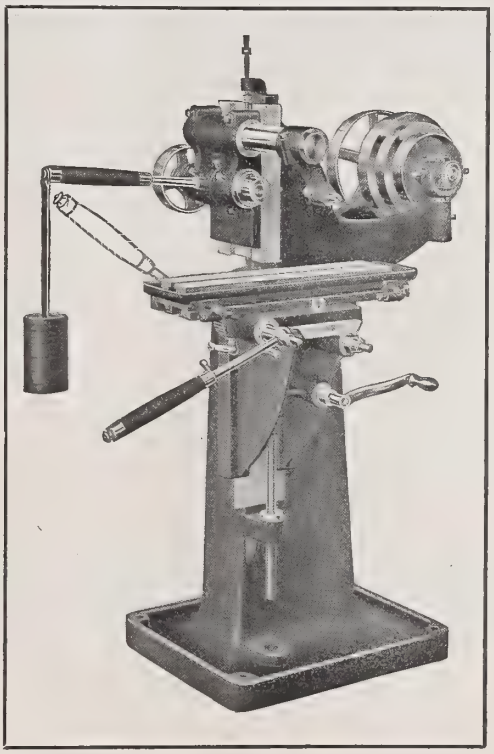
Roller Chains **Block Chains**
Quiet Chains **Chain Belts**



APPROVED BY MEN WHO KNOW

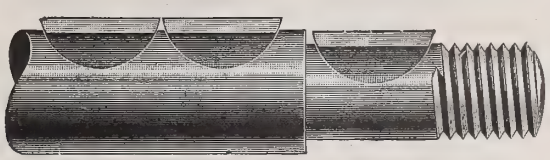
MACHINE DEPARTMENT

"Whitney" Hand Millers
20 Inch Water Tool Grinders
Presto Chucks and Collets
Friction Tapping Devices



Many manufacturers are saving money by the use of

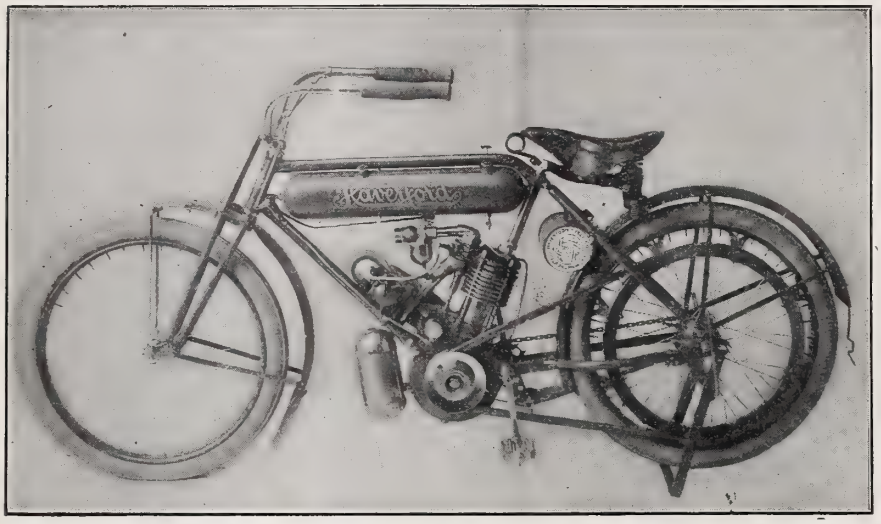
"The Woodruff Patent System of Keying"



INVESTIGATE IT

THE WHITNEY MFG. COMPANY, Hartford, Conn.

The Haverford



Haverford Cycle Company

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.
427 10th ST., N. W., WASHINGTON, D. C. 763 MAIN ST., BUFFALO, N. Y.
945 BROAD ST., NEWARK, N. J. 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

Sets a New Standard of Motorcycle Value

¶ You don't have to take our word for it either. Here is tangible proof:

$185

includes:
Bosch Magneto
Schebler Carbureter
4 Horsepower Engine
$150
with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

¶ Do you want to be a live agent or the satisfied owner?

¶ Catalogue or agents selling proposition on request.

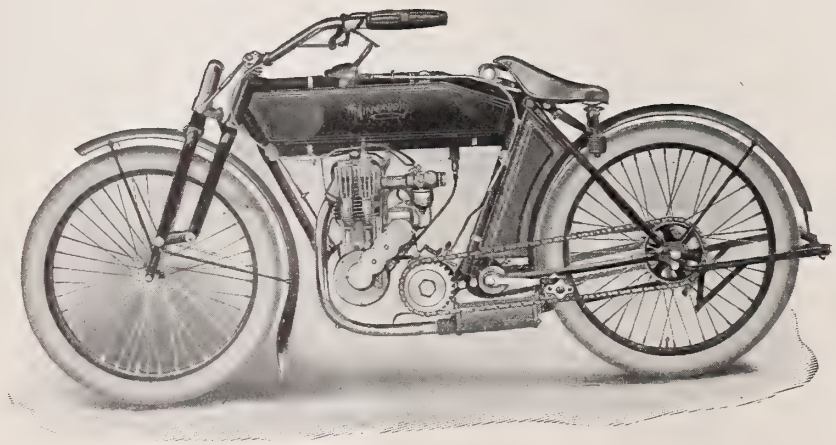
1911 Models Now Ready

There Will Be But One WINNER for 1911

The Minneapolis BIG FIVE

Model "N"

WITH UNIT POWER PLANT



In this advanced model may be had everything that can be desired in a motorcycle and a whole lot more than most riders can appreciate without trying the machine. Great power without vibration—clutch which runs in oil and needs no adjusting, TWO-SPEED GEAR, the most desirable of all, and with clutch control on the handlebar, which is necessary for perfect control of the machine. Low saddle position with a perfect spring fork and an exceedingly attractive and beautiful appearing machine, of which every rider will feel justly proud.

STRONG FEATURES—Free Engine Clutch, enclosed in oil-tight case. Two-Speed Gear, enclosed in oil-tight case. Enclosed Drive Gears. Only one Drive Chain, and large Sprockets. Hess-Bright Ball-Bearings throughout. Early deliveries guaranteed.

SEND FOR FULL DESCRIPTION

MINNEAPOLIS MOTORCYCLE COMPANY, 517 South 7th Street, Minneapolis, Minn.



How to Satisfy Your Customers and Make Money



The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequallea.



The Consolidated Mfg. Co.
1709 Fernwood Avenue TOLEDO, OHIO

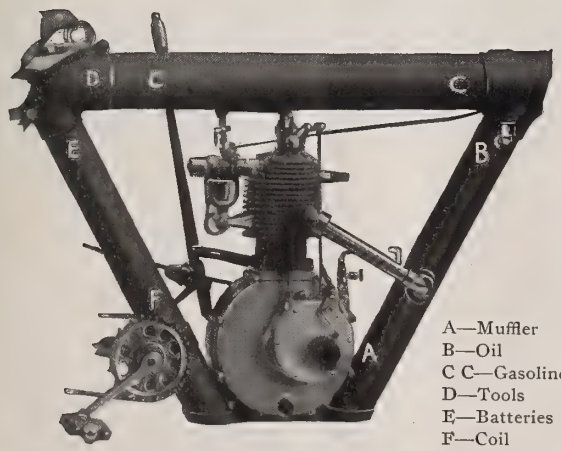
F. C. CORNISH, Eastern Representative,
219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass.,
New England Distributors.

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



The Detroit MOTOR CYCLE

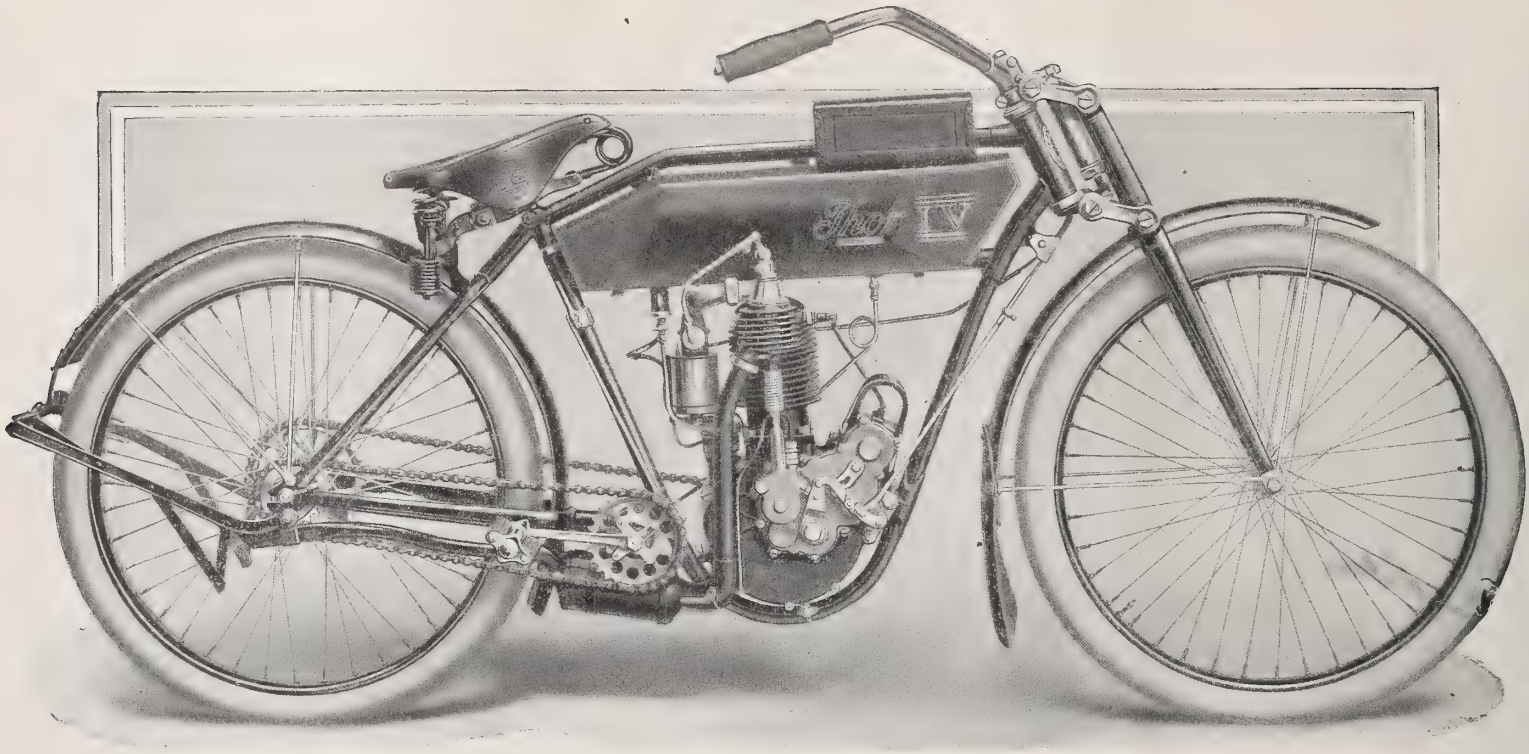
Everything Protected from External Injury



A—Muffler
B—Oil
C C—Gasoline
D—Tools
E—Batteries
F—Coil

Self-Contained Equipment

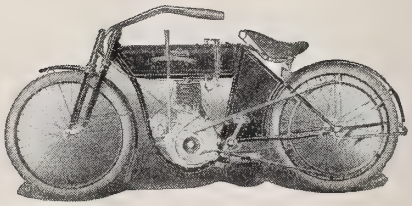
DETROIT MOTORCYCLE CO., Detroit, Mich.



Built for Endurance — *Thor* IV Magneto Model

AURORA AUTOMATIC MACHINERY CO., Thor Bldg., Chicago, Ill.

Your chance



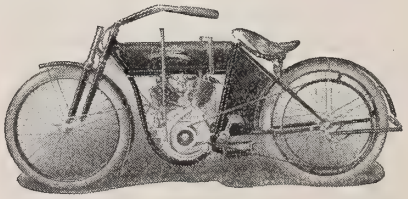
for getting the Emblem line of motorcycles, or even for getting an Emblem motorcycle for yourself, is getting less each day, so far as 1911 is concerned. Some inaction is due to "didn't know." We can show you.

EMBLEM MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

EMBLEM



ENGINE FLEXIBILITY

and the greatest range of speed control through the spark, together with easy starting, are obtained—not by magneto—but by dry cells and

Pittsfield Coil

You get a range of spark advance and retard that is practically impossible with a magneto, and you do not have to pedal to generate ignition current. Specify Pittsfield for your motorcycle.

PITTSFIELD SPARK COIL CO.

Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co.

FISK BICYCLE TIRES

Let the men who know advise your tire equipment.

IF you buy a wheel from any one of the six famous makers named below you will find that Fisk Tires are furnished as standard equipment.

Iver Johnson — **Pope**
Pierce — **Yale**
Snell — **Emblem**

THIS means that these makers have satisfied themselves that Fisk Tires are the best and that they so recommend them to every purchaser of their wheels.

FISK Bicycle Tires are made in more than a dozen styles, each guaranteed to be the best of its kind for the purpose and price.

ILLUSTRATED booklet sent on request.

TO DEALERS

Fisk Bicycle Tires are going to be the best sellers this season.

THE FISK RUBBER COMPANY

Department E — **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Twenty-nine Cities



B104P—
BROOKS Motor Cycle Saddle—specially constructed to give a low riding position.

When

you sell a Motor Cycle there are many things will help you—none more than the

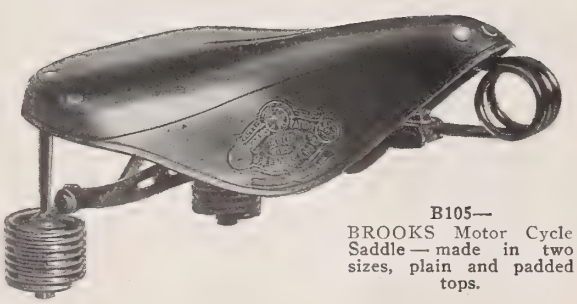
BROOKS SADDLE

for this, of all similar fitments, is the one saddle that will most strongly appeal to the buyer, and enhance his confidence in the machine which you are offering.

Why? Because the name of BROOKS is known throughout the world, and the saddle that bears it unapproached for its comfort-giving qualities.

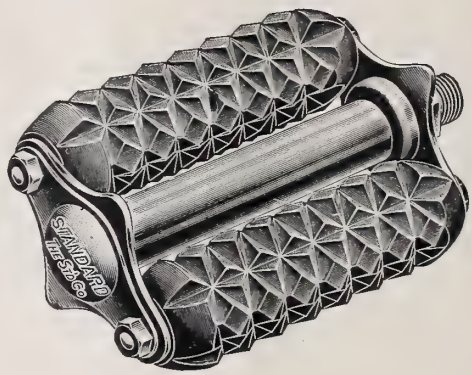
Remember that this is the original and only genuine compound-spring Saddle—the only saddle embodying in its construction the springs that entirely absorb vibration within themselves and, by their compensating action, totally eradicate all tendency to bounce—the only saddle that will yield real comfort and true luxury awheel.

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENGLAND



B105—
BROOKS Motor Cycle Saddle — made in two sizes, plain and padded tops.

From the feet up, there is resilient comfort in the



No. 3 Standard Motorcycle Pedal

Plenty of rubber, of the kind that lasts a long, long time without wearing out or getting hard. Deep corrugations so that the foot clings to the pedal. The No. 3 Standard Motorcycle Pedals sell for $3 per pair.

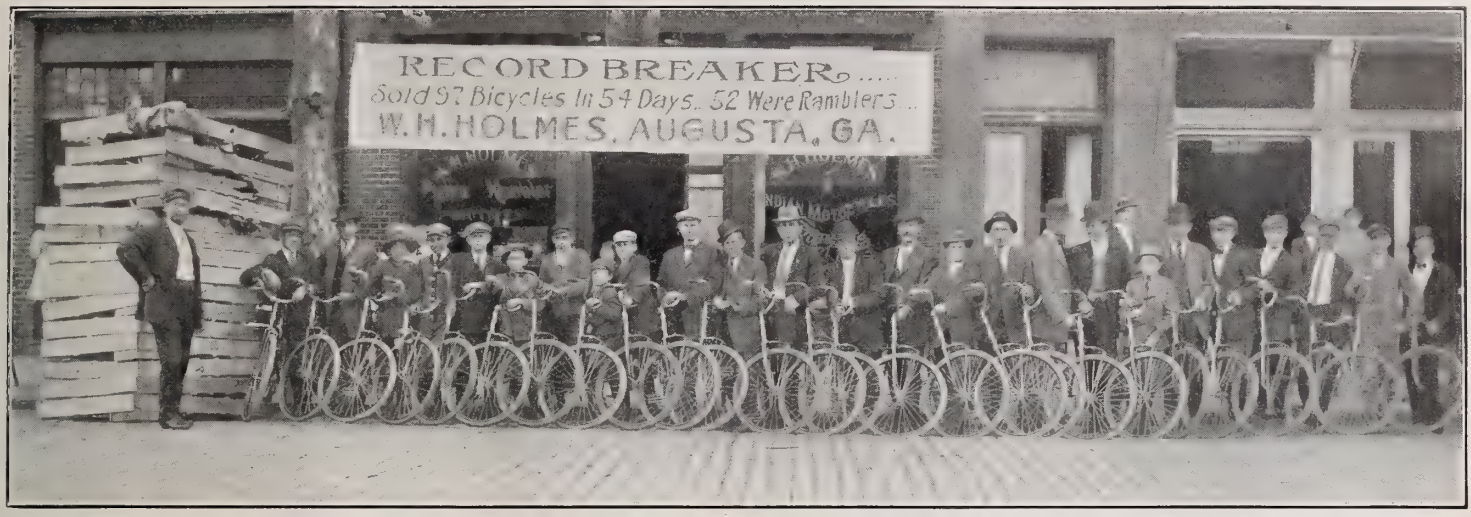
EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

Send for descriptive circulars

The Standard Co.

TORRINGTON, CONNECTICUT

Story of a Pope Dealer's Success Selling Ramblers with Pope Spring Forks



The row of **Rambler Bicycles** shown in the above cut represents some of the recent sales made by a progressive dealer who believes in selling a popular line of high-grade Pope wheels and finds the **Pope Spring Fork** a great advantage in making sales. All but one of the wheels in the photograph have spring forks. Within a year, this same dealer has sold about a hundred **Rambler Bicycles** so equipped and has arranged for many more. Other **Rambler Dealers** are enjoying the same sort of success selling the Rambler line.

Why not profit by their example? The **Rambler** is a most popular high-grade wheel, with many distinctive and exclusive features. The **Pope Spring Fork,** which may be had only on **Rambler** or other **Pope Nameplate Bicycles,** is the most successful one on the market and offers another strong inducement to stimulate sales. Write today for particulars.

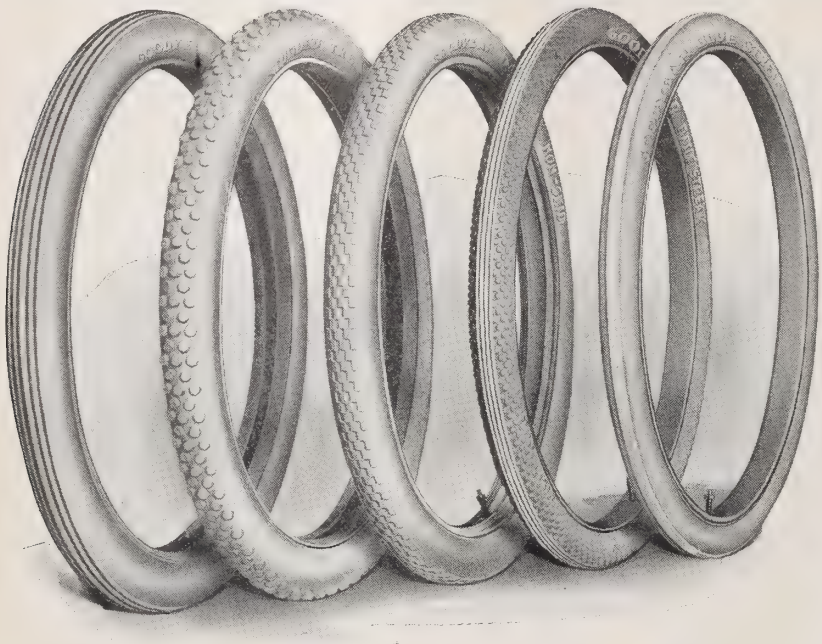
THE POPE MANUFACTURING COMPANY, Hartford, Connecticut

Pennsylvania
BICYCLE TIRES

For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



World's Greatest Quintette of Motorcycle Tires

—Greatest because built by the world's greatest tire experts who have perfected in Goodyear Motorcycle Tires a tire for every road condition—a tire that is more efficient—more economical than any other motorcycle tire manufactured.

—A Huge Claim but backed by facts—proved before leaving the factory, by severest comparative tests ever devised by mortal man—proved afterwards by bursts of speeds and runs of endurance that have relegated all other motorcycle tires to a back seat.

Goodyear Motorcycle Tires are an evolution. They evolved from the brains, the practical knowledge of the most experienced and successful motorcyclists in the world combined with the skilful workmanship and experience of expert automobile tire builders. And they are built on the only true principle.

GOODYEAR Motorcycle Tires

Nothing but the finest grade NEW Para rubber properly compounded, and fabric, the toughest in existence, is used in their construction. And they are made larger and with thicker treads than any other tires for same size rims. With better cushioning effect, better rubber and thicker treads, they are the easiest running, most durable and most economical tires you can buy. They are bound to the rim by beads moulded, shaped and cured on exact duplicates of your own rims. They can't help fitting. They cling to the rim in a grip that never gives nor lets go.

Use One of These Great Motorcycle Tires

Goodyear Corrugated Tread Tires—for the average give-and-take road.

Goodyear Studded Tread Tires—for mud, sand, snow and ice travel. Great for endurance runs—mud can't gather on tread.

Goodyear Non-Skid Tires—for city use when pavements are often slippery and dangerous.

Goodyear Blue Streak Racing Tires—(See page opposite).

Read on next page how Goodyear Tires have outclassed and outdistanced all others in Exacting Tests of Speed and Endurance.

Write today for our illustrated booklet on motorcycle tires.

THE GOODYEAR TIRE & RUBBER COMPANY

Moal Street, Akron, Ohio

We make all sorts of Rubber Tires *Branches and Agencies in All the Principal Cities*

(314)

Every World's Record Shattered on Goodyear BLUE STREAK Tires

The most phenomenal record ride ever achieved on any track, by any rider, on any machine, EQUIPPED WITH ANY TIRES, was made February 7, at the Los Angeles Motordrome, by DeRosier on an Indian Motorcycle EQUIPPED FOR THE RUN WITH GOODYEAR BLUE STREAK MOTORCYCLE TIRES! BREAKS EVERY PROFESSIONAL AND AMATEUR RECORD FROM 1 TO 92 MILES.

Time for Each Consecutive Mile Made by Jacob DeRosier

½	mile	0:20⅗
1	mile	0:41⅕
2	miles	1:24⅕
3	miles	2:05
4	miles	2:47
5	miles	3:29⅕
6	miles	4:11⅗
7	miles	4:54
8	miles	5:36⅕
9	miles	6:18⅗
10	miles	7:01⅘
11	miles	7:44
12	miles	8:26⅘
13	miles	9:10
14	miles	9:52⅕
15	miles	10:35
16	miles	11:18⅖
17	miles	12:01
18	miles	12:43⅘
19	miles	13:26⅗
20	miles	14:10
21	miles	14:53
22	miles	15:35
23	miles	16:18⅗
24	miles	17:01⅘
25	miles	17:44⅗
26	miles	18:27⅗
27	miles	19:10⅗
28	miles	19:53⅖
29	miles	20:36⅕
30	miles	21:19⅖
31	miles	22:02⅕
32	miles	22:45
33	miles	23:28⅘
34	miles	24:12⅖
35	miles	24:54⅖
36	miles	25:37⅗
37	miles	26:21
38	miles	27:04
39	miles	27:47
40	miles	28:30⅗
41	miles	29:13⅗
42	miles	29:57
43	miles	30:40⅖
44	miles	31:23⅗
45	miles	32:06⅖
46	miles	32:49⅖

83 Miles, 135 Yards Covered in 60 Minutes on

GOODYEAR
BLUE STREAK
Racing Tires

At the end of 60 minutes, DeRosier on Blue Streak Tires covered 83 miles, 135 yards as against his own record of 79 7-8 miles, which he made on the same make machine on the same track, but on other tires.

Thus, in the most marvelous burst of speed and the severest test of endurance ever witnessed on a racing track DeRosier added yet another convincing proof to the unquestionable superiority of the Goodyear products—

—A proof of strength, endurance, resiliency, DEPENDABILITY never equaled or approached by any other motorcycle tire on earth.

—And a typical demonstration of the Superior tire value characterizing and making popular the entire line of Goodyear Motorcycle tires.

Two different treads for Blue Streak Tires—one for dirt tracks, another for board or cement. Both types made by our own exclusive methods of laying threads parallel which enables us to secure the maximum of resiliency and strength.

Blue Streak Tires bring home the trophies. Write for our booklet.

THE GOODYEAR TIRE & RUBBER CO.
Moal Street, Akron, Ohio

We Make All Sorts of Rubber Tires *Branches and Agencies in All the Principal Cities*

At the Motordrome Track, Playa del Rey, February 7th, 1911:

47	miles	33:32⅘
48	miles	34:16
49	miles	34:59
50	miles	35:41⅘
51	miles	36:25⅖
52	miles	37:08⅗
53	miles	37:51⅗
54	miles	38:34⅗
55	miles	39:18⅖
56	miles	40:01⅖
57	miles	40:44⅗
58	miles	41:28⅗
59	miles	42:12
60	miles	42:55⅖
61	miles	43:39⅖
62	miles	44:23⅗
63	miles	45:07⅗
64	miles	45:51⅕
65	miles	46:35⅖
66	miles	47:19⅗
67	miles	48:04⅕
68	miles	48:48⅗
69	miles	49:32⅕
70	miles	50:17⅘
71	miles	51:02⅕
72	miles	51:46⅕
73	miles	52:31
74	miles	53:15⅗
75	miles	54:00
76	miles	54:44
77	miles	55:28
78	miles	56:13
79	miles	56:57
80	miles	57:41⅕
81	miles	58:25⅗
82	miles	59:10⅖
83	miles	59:54⅗
84	miles	60:38⅗
85	miles	61:23
86	miles	62:07
87	miles	62:51⅕
88	miles	63:35⅘
89	miles	64:19⅗
90	miles	65:05
91	miles	65:49
92	miles	66:33⅗

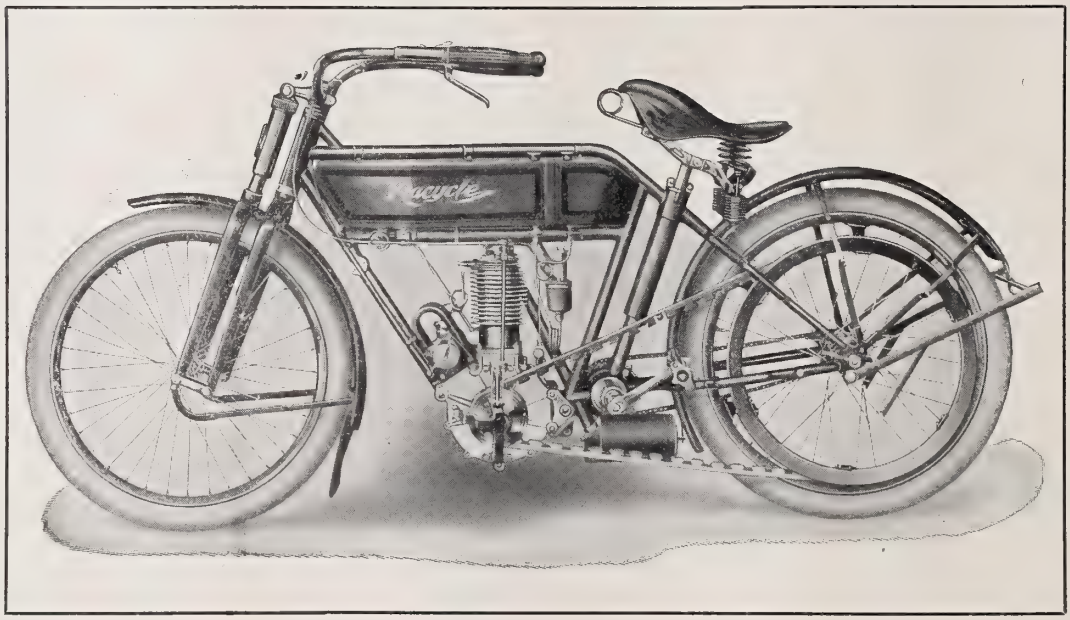
In one hour, 83 miles 135 yards were covered. (314)

Quality Means Economy—"Racycle" Means Both

Riders will tell you that the 1911 4 Horse Racycle with Free Engine Clutch will take the hills "like a scared rabbit."

Flat
or
V Belt

Battery
or
Magneto



Free Engine
or
Idler

Spring
Seat
Post

It takes just a twist of the wrist to operate the clutch.

The Musselman Air-Cooled Motor Brake

gives you that feeling of safety and security that is so absolutely necessary to perfect enjoyment and comfort in riding. Walter Bryson, after his trip from Los Angeles to San Francisco and return over the mountains, says: "On the very steepest grades, the armless, air-cooled Musselman Coaster Brake proved entirely efficient."

It's as Powerful and as Certain as an Air Brake

WRITE FOR 1911 FREE CATALOG

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers

DISTRIBUTORS:

F. M. JONES, Los Angeles, Cal.
EDWARDS-CRIST MFG. CO., Chicago, Ill.
PACIFIC COAST RUBBER CO., Portland, Ore.; Tacoma, Wash.
GUS HABICH, Indianapolis, Ind.
GEO. H. GREISS, Philadelphia, Pa.
E. A. WILLIAMS, Minneapolis, Minn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, April 1, 1911. No. 2

DEALERS HOLD SOCIAL SESSION

New Yorkers Brave the Rain to Attend Association's Friendship Promoting Affair—Its Results.

Heavy rain militated against the success of the "sociability session" of the Cycle and Accessories Dealers' Association of Greater New York, which took place at Turn Hall, Manhattan, on the evening of Wednesday, 29th ult., but the soundness of the idea in promoting it was well proved and the results accomplished are thought to have been of considerable effect. Although the crowd was not as large as that for which preparations had been made, the attendance nevertheless was quite satisfactory, as many motorcycle and bicycle dealers from distant parts of Greater New York, in company with ladies, braved the storm and recorded themselves as present.

The purely social character of the affair had the effect of making it neutral ground for the dealers that were present, and in consequence they were able to get more intimately acquainted in a few brief hours than would be possible by months of intermittent contact in business. According to one of the officers of the association, the "social session" worked out quite in the way it was planned to do, to an extent limited only by the limitations on the attendance, due to the storm. Another "session" of the same sort will be given by the association when the necessary steps have been taken to assure a large attendance irrespective of weather conditions.

Crosby Opens a Detroit Office.

In order to take better care of its growing trade in the district of which Detroit, Mich., is the center, the Crosby Co., of Buffalo, N. Y., one of the leading firms in the trade so far as concerns sheet metal stamping, has opened a sales office at 717 Ford building, Detroit. The office is in charge of Fred W. Coxe.

Newark Branch for Haverford Cycle.

The Haverford Cycle Co., of Philadelphia, Pa., jobbers of bicycles, motorcycles and accessories, has opened a branch at Newark, N. J., in order to take care of the dealers in the Newark district. The branch is located at 945 Broad street and will carry a full line of bicycles and accessories for the wholesale trade. This makes the company's fourth branch in addition to the main headquarters at 827-9 Arch street, Philadelphia. The other branches are at 411 Market street, Philadelphia; 427 Tenth street, N. W., Washington, D. C., and 763 Main street, Buffalo, N. Y.

New F-N Manager in Providence.

James H. Shippee has been appointed manager of the American F-N Co.'s branch in Providence, R. I., which has been with locked doors for some time, but which is to be reopened. The branch is located at 49 Union street, and Shippee says he intends to make it a headquarters for motorcyclists irrespective of what make of machine they ride.

Open a Howell Branch in Marion.

A. B. & B. M. Howell, of Columbus, O., the central Ohio agents for the New Era autocycle, have opened a branch in Marion, O. At the Marion branch they will handle the Harley-Davidson motorcycle in addition to the New Era.

Sixsmith Adds the Indian Line.

T. J. Sixsmith, 203 W. 100th street, New York City, who handles the Excelsior and R-S motorcycles, has taken on the Indian. His territory embraces the upper west side.

CHICAGOANS REVIVE "AMERICA"

Acquire Patent and Trade Mark Rights for Truss-Frame Bicycle—Will be Nameplate Machine.

Chicago, Ill., has a new bicycle manufacturing enterprise, known as the America Cycle Mfg. Co., which is the same name as that of one of the early makers of bicycles. Like the old company, the new concern also will produce the "America" truss-frame bicycle, a machine which at one time enjoyed a high reputation both in the United States and abroad.

The Chicago company has made arrangements with the owners of the America truss-frame patents and will market the product under the "America" nameplate exclusively. It has purchased the exclusive right to the "America" nameplate and trade mark, as well as to the trade mark of the "truss-frame." For this year the company has contracted with the Great Western Mfg. Co., of LaPorte, Ind., for the manufacture of its bicycles, pending the building and equipment of a factory of its own. A campaign to familiarize the public with the name and merits of the "America" truss-frame will be made this year, and in 1912 the company will be prepared to present its proposition to the dealers throughout the country on a broad scale.

Heil Locates Paterson Store.

Norman E. Heil, of Paterson, N. J., who has secured the agency for the Marvel, M-M and Merkel motorcycles, has taken a location at the prominent corner of Van Houten and Washington streets for his motorcycle and bicycle store. He formerly was located in Trenton, N. J.

WHERE WHITNEY MOTORCYCLE AND BICYCLE CHAINS ARE MADE.



After a protracted period of building and adding to its factory, the Whitney Mfg. Co., of Hartford, Conn., is completely settled in its enlarged plant, which is shown in the accompanying illustration, and which is devoted chiefly to Whitney chains for bicycles, motorcycles and motor vehicles. The single story building in the background and the five story addition to the main factory were completed during the year 1910. The five story addition gives an additional floor space of 24,000 square feet. The main factory and the connecting building on the right are of reinforced concrete construction, making the plant fireproof. The location is on the main line of the railroad from New York to Boston, and the company has its own side track. There are 11 acres on the property, which gives an opportunity for large extensions in the future should they be necessary. The Whitney plant is adjacent to the Hartford Rubber Works Co.'s plant and the West Works of the Pope Mfg. Co.

Will Sell the Yale in Columbus.

L. P. Birkenbach has opened a motorcycle store and garage in Columbus, O., at 70 North Fourth street. He is agent for the Yale. Birkenbach, who is one of the youngest motorcycle dealers in Ohio, has been operating a store in Lancaster, O., and is turning that establishment over to his brother, Matthew Birkenbach.

U. S. Tire Gives Mileage Figures.

Big mileage figures are recorded by the United States Tire Co. in connection with G & J motorcycle tires used by the Thor motorcycle agency in Brooklyn, N. Y. According to the record, four Thor motorcycles, used for renting purposes and equipped with G & J tires, have shown an aggregate of over 53,000 miles for the tires, and the latter are still in excellent condition. One set covered 18,00 miles, another 15,000 and the remaining two sets over 10,000 miles each.

Fostoria Has a Marvel Agent.

K. L. Shirley, of Fostoria, O., has taken the Marvel agency. He has the whole of Seneca county.

Penn Cycle Makes Itself Known.

As a herald for the opening of the Penn Cycle & Motor Co., at 20 South Fourth street, Reading, Pa., the company has issued a four page house organ of its own, styled "The Penn Wheeler." It is described as a publication "devoted to the interests of those who go awheeling and who want to ride fast and far, comfortably and safely." It is given over to pictures and descriptive matter relating to the R-S and Thor motorcycles and Reading Standard bicycles, all of which are included in the company's lines.

Oklahoma Carriers Buying Mounts.

Five rural mail carriers have been added to the ranks of the motorcycle users by the Oklahoma Motor and Cycle Co., of Oklahoma City, Okla., which concern has supplied the carriers with Harley-Davidson machine. One of the machines went to Enid, another to Guthrie and three to carriers in Oklahoma City itself.

Shattuck Now Boasts a Branch.

The West Side Motorcycle Exchange, of Detroit, Mich., which handles Emblem, Marvel and Haverford motorcycles, and of which R. Shattuck is the proprietor, has opened a branch store in addition to the main establishment at 380 Dix avenue. The branch is at 862 Grand River avenue.

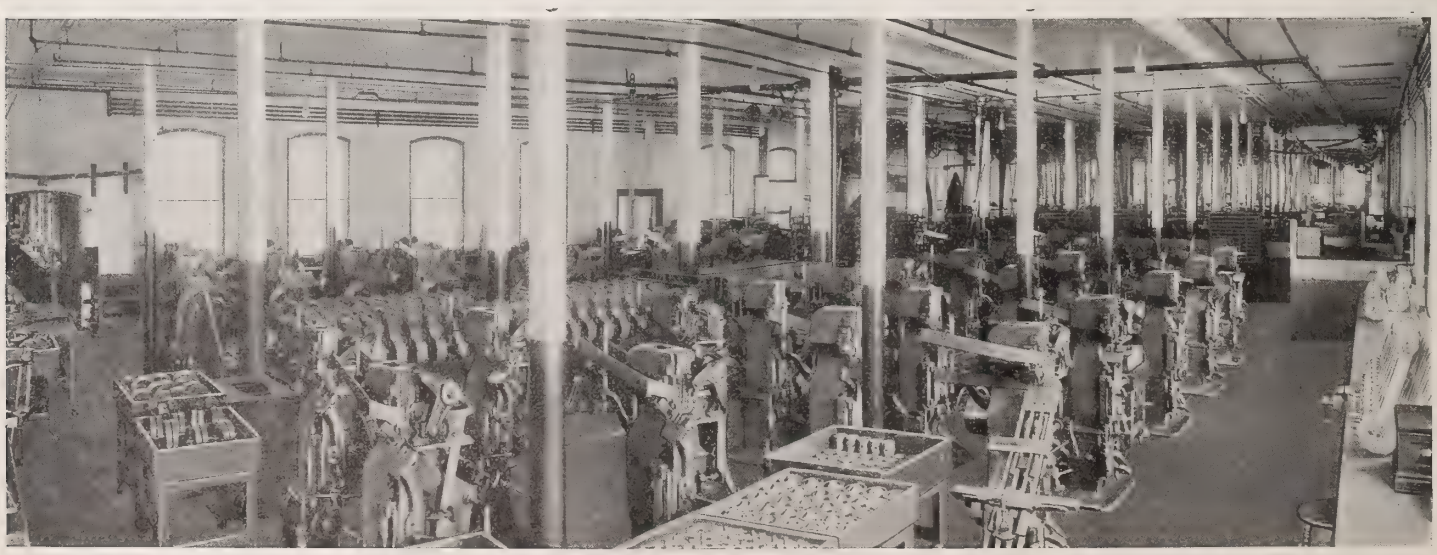
Cycle Dealer Goes to Waco.

Lawrence Hall is to open a store in Waco, Tex., on May 1, doing a general bicycle and electroplating business. It will be known as the Hall Cycle & Plating Co., Inc.

Neff Closes for Five Leaders.

Harry L. Neff, of Pittsburg, Pa., has closed contracts to handle the Indian, Yale, Thor, Marvel and Merkel motorcycles for 1911. He is located at 113 Federal street.

A GLIMPSE INTO A REPRESENTATIVE MOTORCYCLE MANUFACTORY.



The view shows an interior portion of the plant of the Wagner Motorcycle Co., St. Paul, Minn.

MACHINES TO MATCH CUSTOMERS

Radical Policy Practiced by a Motorcycle Dealer—An Experience With a Misfit Twin.

Fitting a motorcycle to the man who wants to buy one, just like fitting him with a suit of clothes, a hat or any other staple article, is a policy utterly at variance with the selling methods of most motorcycle dealers. It is the aim of the average dealer to sell the highest priced machine he handles, if possible, as naturally his profit on the sale will be greater than it would on a lower priced machine. This is one way most dealers regard the selling of motorcycles, and at first glance they would seem to be in the right, for motorcycle dealers, in common with other merchants, generally are supposed to be in business not for love, but for profit. However, the methods of some dealers show that there is another angle to motorcycle selling that deserves consideration.

That a motorcycle dealer should endeavor to discourage a prospect from buying a high priced machine on which the profit would be greater, and try to persuade his customer to take a lower priced machine, on the ground that it was better suited to the physical build of the rider, would seem a suicidal business policy in the eyes of the average motorcycle dealer, but some dealers think otherwise. Not a few of the novices who have begun their motorcycle education on high powered machines would not now be "sore" on the dealer who sold them their first machine, if he had looked beyond the profit that the sale held for him and realized that a satisfied rider was worth considerably more to him in the long run than the difference between his commission on a high and a low powered machine.

An instance of this sort, as related by a well known dealer, is particularly illuminative in showing how he studies his prospects and endeavors to sell them machines that are best suited to them, regardless of the profit he makes on the sale. He says that this policy is not founded purely on philanthropic motives, but that when he sells a man a motorcycle he wants him satisfied in every way. because he wants to sell that man another machine some day, and he finds that the rider who is satisfied at the beginning, and kept so, invariably comes back when he wants another machine.

"A young fellow with plenty of money came into my store one day last year and said he wanted to buy a motorcycle," says this dealer, in relating an instance in point. "After I had shown him the various models he indicated a preference for a 5 horsepower twin. However, he was a fellow of slight build, who had never had any previous experience with motorcycles, and I knew that a 'five' would be too much for him. He would have trouble starting it, and it required more attention than a single, so I endeavored to persuade him to take a 'four' single.

"I knew that he could handle a 'four' all right, and would have no trouble with it, and although I tried hard to get him to take it, he did not want one. There was more in it for me to sell him a 'five' than there would be in a 'four,' but I knew that a 'four' was better for him to start with. However, he was a headstrong fellow and insisted that he knew what he wanted and that if I would not sell him a 'five' I would not sell him anything.

"When he put up that argument, I gave in right away and said, 'All right; if you want a "five" I will sell it to you. But remember this: You will have more trouble with it and you will not like it as well because you are better fitted to handle a "four" and will get more pleasure and less trouble out of it. Now, I've warned you, and tried to help you avoid trouble, but if you won't listen to me, why, go ahead. It is up to you, and you can't say that I did not tell you about it before you bought.'

"He insisted that I have the machine ready to take away that night, and he would not let me show him how to run it or anything else. He said he would learn that himself at home. That night he came around with another fellow and together they wheeled that machine to the home of the fellow who bought it. I knew that I would soon hear from him, and I did.

"A day or so after he took the machine away I got a telephone call to go out about ten miles and help him out of trouble. He did not know what the matter was, but he said that he could not get started. I looked the machine over, could see nothing wrong, got on, gave the pedals a kick and off she went as good as ever. When I came back he said that I had done something to it; he could not say just what, but anyhow I had done something that fixed the trouble that he insisted was in it.

"'There is nothing wrong with that machine,' I said. 'It runs as good as it ever did, and the trouble is with you. You have not got strength enough to start it, just as I told you in the beginning.' 'Oh, well,' he replied, 'you have got a kick like a mule, and could start a steam roller if necessary.'

"After I got him started he was out of sight in less than a minute. Well, about every day or so for awhile I would get a telephone to go out and fix him up. He would stop and was unable to start again. This was no fault of the machine, for anyone that can kick an engine over compression can start a 'five,' but this fellow was not strong enough to overcome the two cylinders. When I would go out and find him, all I would have to do would be to put him on it and give him a push.

"It was not long, however, before he began to get sick of this hard starting business, and I was beginning to get weary of playing donkey and of chasing out to start his machine for him. In about a week after he got his machine he came around and said he wanted to trade it in for a 'four.' I made a deal with him, and put him on a 'four.' He was able to start it alone, and with the experience he had gained with the 'five' he got along fine.

"He rode the 'four' all last season, and this year he has a 'seven' twin. He is able to handle a big machine now all right, as the free engine clutch makes starting easy for him. Still, he says that if I had tried to sell him a big machine in the first place, after things turned out the way they did, he would have 'got on his ear' and I would have lost him. But because I tried to fix him up right in the first place, and eventually did so when he realized that he had made a mistake, I've kept him satisfied, and this year he bought a new machine, so that I came out ahead in the long run. I always try to study my customers and advise them to get a machine that they will get the most pleasure out of. Then if they don't take my advice it is up to them, not me."

Bicycle Exports Still Increasing.

Exports of bicycles and parts for the month of February, 1911, were $79,724, as against $57,867 for the same month last year, showing a gain of $21,857, or more than 37 per cent. For the eight months ending with February 28 last the showing was even more impressive. During that period the United States exported bicycles and parts to the value of $529,082, which is greater than for the corresponding periods for the two years previous. The gain over last year was $152,868, or more than 40 per cent., and in comparison with 1909 the increase amounted to $60,801, or nearly 14 per cent.

Will Get Useful Tire Service Data.

Devoted exclusively to the exchange and promulgation of ideas and experiences bearing on tire maintenance, a special department is to be added to the numerous branches of the United States Tire Co.'s activities. This department will solicit from the users of tires of all descriptions communications recounting difficulties, and will be prepared to aid correction and perfection that will help get the greatest possible mileage service at the lowest possible cost per mile.

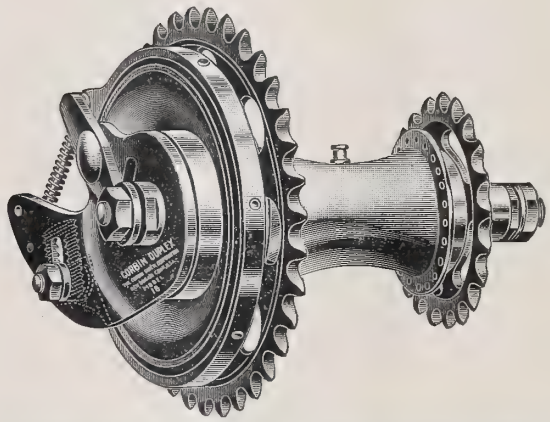
Hartford Rubber's High Mark.

By the addition of 300 men, the Hartford Rubber Works Co., of Hartford, Conn., on the 27th ult. attained the biggest working force in the history of the company, the total on the payroll being 1,500. The past three years has seen the plant double its capacity and output.

CORBIN

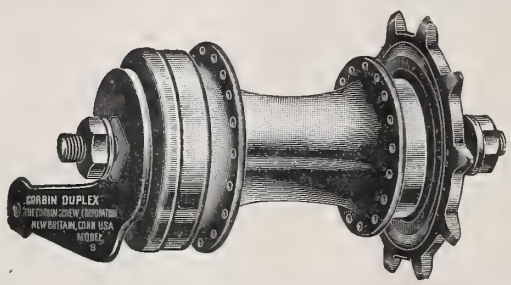
Corbin V-Band Motorcycle Brake

Built on a scale commensurate with the duties of a high speed motorcycle brake.



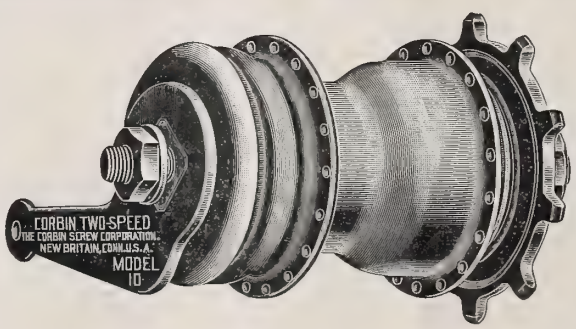
Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two-Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.



Corbin Screw Corporation

NEW BRITAIN, - - - - CONNECTICUT

Licensed Coaster Brake Manufacturers

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NEW YORK, APRIL 1, 1911.

Opportunity for Young Men.

As a business for the young man with only a modest bit of capital, irrespective of whether this capital is his own or is borrowed, the retailing of motorcycles has peculiar opportunities and advantages. As many a young man and many a young man's father knows, it is not the easiest thing in the world to find a line of business in which the newcomer with only a little capital has about an equal chance with everybody else, particularly if the business is of a nature where substantial profits are possible. In its present stage, however, the retailing of motorcycles is open to the young man most advantageously of all.

In the last two or three years it has been shown in innumerable instances that young men starting with practically no capital at all beyond their own investment in their first motorcycle can develop through the stages of "curbstone agent" and "desk room broker" to becoming the proprietor of a prosperous and established business. This has been accomplished time and time again in years that can by no means match the coming few years in point of activity and volume in motorcycle selling.

Motorcycle selling is peculiarly a young man's business, inasmuch as it is chiefly to young men that the machines are sold. It therefore takes a young man to go out and get in touch with prospective customers. All the business and executive ability that a young man has may be given full play in the conducting of a motorcycle agency. If he grows along the right lines, he can make his business national in its scope if he pleases. For those who have no interest whatever in motorcycles, the business is not to be recommended, but for the young man with small capital, who wants to go into business for himself and does not quite know where to begin, a motorcycle agency is the most promising choice.

Higher Standards for Membership.

Heretofore glad to take in any rider of a motorcycle, without asking any questions in regard to his character or antecedents, it is highly significant that not a few of the new motorcycle clubs that are being formed are setting high membership standards and catering to quality rather than quantity of members. This disposition to eliminate the "pikers" and "overalls brigade" is a good sign, for it is this class that has been responsible for the shaping of public opinion that all motorcyclists are "a greasy, dirty crowd of cheap sports."

Now that the better class of people are taking up the sport, they are showing a disposition to put up the bars and shut out the undesirable element. It is the latter that are responsible for considerable of the club ructions and quarrels that have occurred in the past, and it is well that steps should be taken to eliminate them from the clubs where gentlemen congregate.

It would be better for all motorcycle clubs if in seeking members they would look for quality rather than a big membership of all classes. If motorcycle clubs ever are going to be the power for good in the sport that they have a chance to be, they will have to be conducted on better lines than most of them have been in the past. The members will have to give more care to the appearance of themselves and their machines, and to their deportment, as well, when out riding, and the bickerings and jealousies will have to be eliminated from club meetings. The answer is to get into the clubs a class of men who are of good breeding and know how to conduct themselves properly, and who will lend their aid to the upbuilding of the club and the sport it represents.

Preserving Pleasure in Picture.

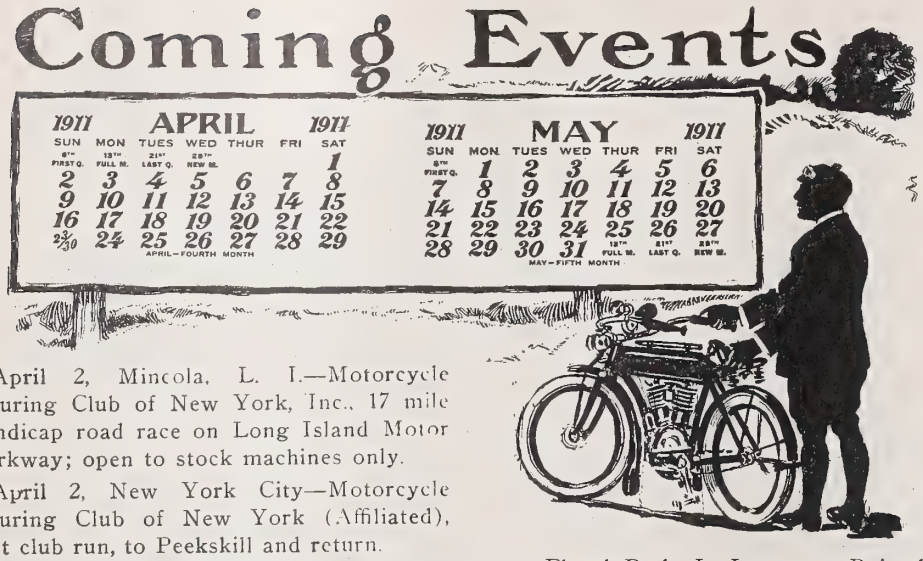
Few motorcycle clubs have a club album and more is the pity, for in hardly any live club is there not at least one and usually several of the members who have cameras. One of the most interesting diversions in motorcycle club life is to drop into the club rooms on a winter afternoon, sink into a soft leather chair or couch, light a pipe, cigar or cigarette, take a big fat album across one's knee and commence to browse through it. If it is as well stocked and is kept up as it should be it will bring back to memory many pleasant trips, together with humorous incidents connected therewith. It will recall the race meets and hill climbs, the runs, and the old machines of other days, which in their time were the admiration of all, now antiquated when compared with the latest beauties. Not only the regular machines, but what club cannot boast of at least one genius who was unwilling to accept the ideas of any manufacturer, and built a machine of his own that embodied some startling ideas? All these and more should be found in an up-to-date club album, but such works are rare indeed. If clubs will accept the hint, albums will be more numerous in the future.

If the professional motorcycle riders really want championships created in which they are eligible it behooves them to speak out for themselves without delay. They are the ones directly concerned, and if they are not sufficiently interested to make known their wants the latter are very likely to go unfilled. There is a disposition on the part of the "powers that be" to provide professional championships if there is sufficient demand for such, but they first have got to "be shown." So far not a rider has given expression to his views.

"Your paper is certainly full of interesting and instructive items, and I should hate to be without it."—A. R. Case, Rice Lake, Wis.

"I enjoy reading your paper."—H. Norwood, Roxbury, Mass.

Coming Events



April 2, Mincola, L. I.—Motorcycle Touring Club of New York, Inc., 17 mile handicap road race on Long Island Motor Parkway; open to stock machines only.

April 2, New York City—Motorcycle Touring Club of New York (Affiliated), first club run, to Peekskill and return.

April 5, New York City—Concourse Motorcycle Club's annual dinner at Hotel Gerard.

April 9, Newark, N. J.—Opening bicycle race meet at the new Newark Velodrome.

April 15, New York City—Annual reunion dinner of the Century Road Club of America, at Raub's, 8 Nevins street, Brooklyn, N. Y.

April 16, New York City—Century Road Club Association's ten mile handicap road race, Floral Park, L. I.; open. Rain date, April 23.

April 18, Buffalo N. Y.—Motorcycle Manufacturers' Association meeting at Hotel Statler, 10 a. m.

April 19, Boston, Mass.—Boston Motorcycle Club's fourth annual Patriots' Day run to Worcester; open.

April 19, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Providence, Boston and return; 136 miles. First section.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

April 30, New York City—Eastern Division C. R. C. A. spring century; open.

May 7, New York City—Empire City Wheelmen 15 mile handicap bicycle road race, open, starting from Floral Park, L. I.

May 7, Chicago, Ill.—Second annual reliability run of the Chicago Motorcycle Club to Waukegan, Libertyville, Elgin, Aurora and return.

May 7, New York City—New York Motorcycle Club's annual double spring century run to Southampton, L. I., and return.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 28 and 30, Chicago, Ill.—North Shore Motorcycling Club's two day race meet on Hawthorne track.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 28-29-30, Cleveland, O.—Three day endurance run of Cleveland Motorcycle Club

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Springfield, Mass.—Motorcycle race meet of the Springfield Motorcycle Club, at the Springfield Stadium.

May 30, Elmira, N. Y.—Elmira Motorcycle Club's first summer race meet.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

June 4, New York City—Concourse Motor cycle Club's fourth annual run to Savin Rock, Conn., and return; open.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles. Second section.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.; rain date, October 1.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

"Knocker" Scientifically Defined.

Being an expressive slang word, the term "knocker" is more or less extensively employed in discussions of motorcycling matters, and while almost everybody has a fairly definite idea of what it means, it has remained for the Scientific American to undertake a formal definition of its meaning, presumably with a due consideration for "scientific" exactitude. The Scientific American says:

"If we were to venture on a definition of a 'knocker,' we would describe him as one who has fallen into a chronic attitude of destructive criticism; one whose fault-finding is prompted by a certain twisted mental attitude, which takes but small account of the merits of the question involved."

Norwich Riders Project a Run.

Motorcyclists in Norwich, Conn., are getting together with the idea of promoting a motorcycle run on Memorial day, the proposed route being from Norwich to New London, New Haven, Hartford, Willimantic and back to Norwich. The affair may be run as a reliability contest. C. V. Pendleton, Jr., is the moving spirit in the enterprise. Motorcyclists from several towns near Norwich have indicated their willingness to take part.

"Just wish to state that the Motorcycle Review is of real value to anyone who has a machine, as it more than pays for itself in good reading and up-to-date kinks."—Herman Sager, Washingtonville, N. Y.

Plums for Pro's at Springfield Meet.

Rich prizes are being hung up, in cash for the professionals and in trophies for the amateurs, by the Springfield Motorcycle Club, of Springfield, Mass., for the big race meet which it is to hold on Decoration Day and for which it has applied for an F. A. M. sanction. An inter-city team race is one of the star numbers on the card, and assurances already have been received of teams from Hartford and Boston, to compete against the Springfield crowd, and teams from Providence and Worcester also are likely.

In addition to the inter-city team race, there will be a two mile novice race, 50 cubic inch limit, for gold, silver and bronze medals; a 25 mile race for trade riders, with silver cups for first, second and third prizes; and a 50 mile open professional race, in which the prizes will be $150 for first, $75 for second and $25 for third. In addition a guarantee of $25 will be given every professional starting in the race. The club is anxious to hear from all probable professional starters as early as possible.

Concourse Concourse at Savin Rock.

At the last meeting of the Concourse Motorcycle Club, New York City, it was voted to hold the fourth annual run to Savin Rock, Conn., on Sunday, June 4. Invitations will be sent to the clubs in Bridgeport, New Haven, Hartford and Springfield to meet at a general rendezvous at the resort and take dinner together, as was done last year. It is hoped to exceed last years' turnout when nearly 200 riders from Massachusetts, Connecticut and New York sat down to a shore dinner, making the largest gathering of motorcyclists that occurred in New England during the year. It is likely that the Concourse club again will offer a prize for the club other than itself having the most members on the run.

"Mile High Climb" for Motorcycles.

Officers of the Mile High Climb Association at Redlands, Cal., have arranged for a program of motorcycle and automobile races on April 21, in which there will be two events for the motorcycles. The card will open with a race for single cylinder motorcycles, and toward the end the free-for-all for motorcycles will be given.

Louisville Club to Foregather.

The next meeting of the Louisville Motorcycle Club, of Louisville, Ky., is scheduled to take place on Monday, April 3, at the garage of C. W. Fisher, agent for the Thor and Racycle, 403 East Broadway. It will be the first meeting of the club under the new officers for 1911.

Boston-Worcester Run Will be Large.

So many riders have signified their intention of taking part in the Boston (Mass.) Motorcycle Club's Patriot's Day run to Worcester on the 19th inst. that it is expected that fully 200 motorcyclists will participate in the event. The run will leave Boston in the form of a procession and will be under police escort to the city limits. Scorching is to be frowned on by the club officers, as it is the intention to prevent as far as possible the run deteriorating into a road race. Upon arrival at Worcester a reception and dinner will be held, arrangements now being under way. The run is open to all riders whether club members or not. The start will be from the quarters of the Boston club, 206 Massachusetts avenue.

Denver to Have Sunday Track Racing.

Motorcycle track racing in Denver, Col., is scheduled to commence on Sunday, April 9, according to an announcement by the management of the Tuilieries track, where the events will be run. Meets are to be held on each Sunday afternoon and on holidays during the summer. The dirt track is being banked two feet higher around the outer edge than it was last year, while a level runway ten feet wide at the base of the slope is being built.



"A Wrangling Delay."

INTERPRETS "STOCK MACHINES"

Competition Committee Chairman States the Requirements—Changes that are Allowed.

With the riding season on the threshold and plans in the making for the resumption of competition in its several forms, the ghost of that old chestnut, "What is a stock machine?" again is abroad in the land. At the request of D. E. Gassidy, of Denver, Col., and for the enlightment of promoters in general, Chairman Thornley has given his interpretation of the rules regarding stock machines and stripped stock machines, and indicates what action he will take when protests are filed in this connection.

Promoters can program meets with events restricted to belt driven motorcycles, but no restriction will be allowed otherwise as to the mechanism or make of machine. For instance, events cannot be restricted to certain machines having a particular make of carbureter, oiling system or ignition; in fact, no other restriction than that of belt drive is allowed.

Dropped handlebars, otherwise known as racing bars, will be allowed on stock machines, particularly on courses where such a bar would be safer than the regular bar, and they would not render the machine ineligible to the stock class. Promoters will be required to make a distinction between a stripped stock machine, and a fully equipped stock machine. When events are listed for stripped stock machines, stripping or substitution of lighter parts is permissible everywhere except in the frame and engine.

In this category is included spring forks, which in the opinion of the chairman should be replaced with rigid forks for racing. Lighter rims and smaller tires also may be used in this class. In the engine and frame, however, absolutely no change of any sort will be allowed. If nothing is said about stripping in an event for stock machines, they must be ridden with full equipment as sent from the factory. Full equipment means factory equipment and does not include accessories that later are fitted by the owner. Any protests against machines, based on their stock or stripped status, will be decided in conformance with these rulings.

In citing these interpretations of the rules, which will govern in future, the chairman states that while he feels that it is desirable for machines to be stripped for racing in the stock class, it is his aim to prevent a rider slipping into a stock event with a stripped machine and thus taking unfair advantage of another contestant who brings his machine to the tape fully equipped, and shows a disposition to live up to the spirit of the rules. In making up entry blanks where stock machines only are specified, they must come up to catalog specifications in all respects, and conform with the rules as well, while in events for stripped stock machines, any changes desired, other than in the engine and frame, are permitted.

Birmingham Holds a Hill Climb.

Devouring a 15 per cent. grade at the rate of 40 miles an hour, Gail Joyce, riding a "7" Indian, made the fastest time of the day in the Birmingham (Ala.) Motorcycle Club's annual hill climb on the 24th ult. Joyce made his record flight in the free-for-all class from a flying start. His time was 8½ seconds. Robert Stubbs, "5" Indian, pressed Joyce close for stellar honors, being clocked in 8¾ seconds.

Richard Gail, "4" Indian, won the open event for four horsepower machines in 15 seconds, beating out a victory from S. Knecht, Indian, by a quarter of a second. Stubbs, Indian, of course, was third in 16¼ seconds. Stubbs finally got among the winners by taking the 61 open class on a 1909 "5" Indian in 13 seconds, beating out Joyce by three-fourths of a second. C. Terryberry, Indian, was third, clocking 17 seconds for the hill. Indians made a clean sweep in all events.

The course was 500 feet long, and the grade was ascertained from the city engineer. All of the events were open to stock machines only, and the first two classes were run from rolling starts, the riders being allowed a 20 foot take-off before crossing the starting line. The climb was held under F. A. M. sanction, W. D. Gresham acting as referee. It is possible that a few new professionals were created by the contest, for Stubbs already was in this class, and those who rode against him now are also, if they were not before. Riders who compete against professionals become professionals themselves in doing so.

Northrup Triumphs at San Jose.

With the winner in doubt until the tape was crossed for the last time, C. H. Northrup, riding a 5 horsepower Indian, won one of the most exciting 25 mile motorcycle races ever held in San Jose, Cal., at the Driving Park track on the 19th ult., the closing day of the aviation meet. Edward Austin, Indian was a close second, and Will Baker, Indian, finished third. Time, 28:10. Twelve men started, but the contest soon narrowed down to three men, Northrup, Austin and Motorcycle Policeman James Margason, who rode a Merkel. Margason proved a formidable opponent until the breaking of a valve put him out of the running, when Northrup and Austin then had things all their own way, and repeatedly lapped the field. This pair were well matched and put up a battle royal that brought the crowd to its feet, Northrup gaining on the turns and Austin pulling up on the stretches. Northrup won by a foot with the crowd cheering wildly.

PRO RIDERS AND CHAMPIONSHIPS

Two of the National Title Events May Go to Cash Chasers—No Mixing of the Classes.

With a view to giving the professional motorcycle riders a chance to compete for the national championships, the suggestion has been offered that both professionals and amateurs be allowed to ride together in the championships. In support of the suggestion it is cited that this plan was tried several years ago in the bicycle championships by the N. C. A., and if special permission were granted, no harm would result in mixing the classes for this occasion. It would be greatly to the credit of an amateur who might defeat professionals in a mixed championship race. However, there are two great obstacles in the path of this plan; first, the competition rules, and second, the attitude of the chairman of the competition committee.

In the classification of competitors, an amateur rider is defined among other things as one who never has knowingly competed against a professional in any sport. It is apparent, therefore, that without a change or suspension of the present rules a trade rider or private owner cannot compete against a professional without automatically becoming one himself.

Chairman Thornley also has set his foot down strongly against any such arrangement, and states emphatically that he will not allow it. He admits that the professionals are entitled to recognition in the matter of championships, but the only recognition that can be accorded them this year in this respect is to convert a couple of the championships that are held at the national meet into professional events. The chairman is of the opinion that the rules give him authority to do this, and he expresses a willingness to do so if there is sufficient demand for professional championships, but he first wants to be assured that such is the case. He also is in favor of having two sets of championships, amateur and professional, but no action in that matter can be taken until the national assembly of the F. A. M. convenes.

Topekans in a Race Up Mt. Ored.

On its first club run to Lawrence on the 19th ult., the newly organized Topeka (Kan.) Motorcycle Club turned out 60 per cent. of its members. An impromptu hill climb was held on Mt. Ored en route, and attracted a large crowd. Fast time was made, but no records were kept.

Philadelphians Out on the Road.

Philadelphia's newest motorcycle club, the Frankford Motorcycle Club, held its first run on the 19th ult. There was a good turnout of members.

BIG FIELD IN PARKWAY HANDICAP

Famous Long Island Course to be the Scene of Hot Speed Battle—Stock Machine Ruling.

With 34 entries already in hand on Thursday night, 30th ult., and several more assured before Saturday night, 1st inst., the closing time, it is quite certain that at least 50 riders will start in the 17 mile stock road race of the Motorcycle Touring Club of New York, Incorporated, on the Long Island Motor Parkway, which starts from the Great Neck lodge at 10 a. m. While it is probable that there will be some post entries, these will pay the penalty for holding back until the last minute by being put on scratch regardless of machine, so that post entrants will not receive the benefit of the handicaps. That the race is not entirely local in character is shown by entries from Connecticut, Massachusetts and New Jersey.



PREPARING FOR A PRACTICE BRUSH

All turns on the course will be guarded by flagmen, and arrangements have been made with the lodge keepers to bar all motor cars and other non-contestants from the parkway during the race. The stock machine question has caused not a little anxiety on the part of riders of machines of last year or earlier vintage, who have added improvements to bring them up to date. Upon being asked for an opinion on this point, Chairman Thornley stated that it is permissible to add regularly catalogued improvements of later years to machines of earlier vintage, without changing their stock status, provided all parts so added are the product of the maker of the machine and are regularly sold in open market. No cross breeding of parts and machines will be allowed, however, which is to say, that parts for one make of machine cannot be fitted to another make to bring it up to date, and still leave it eligible for the race.

There also is some talk regarding allowing riders of machines fitted with free engine clutches to come to the line with their engines running. It is claimed in some quarters that to allow this is giving such riders too great an advantage over other riders whose machines are not fitted with clutches, and that all engines should be "dead" when the machines are on the line. No ruling has been made on this point, but it very likely will be brought up for decision at the starting line if not before.

It is safe to say that never before in this country has handicapping for a motorcycle race been carried so fine as on this occasion. To get as close and exciting a finish as possible, the handicaps have been revised again and provide for all classes finishing within one second. The revised handicaps are as follows: 7 horsepower, scratch; 6 horsepower, 1:18.45; 5 horsepower, 1:53.7; 4 horsepower, 2:51.1; 3½ horsepower, 5:33.4; 3 horsepower, 6:58.4; 2¾ horsepower, 9:48.4.

Up to the time of going to press the following entries had been filed: Earl S. Eckel, Washington, N. J., 7 horsepower Indian; Arthur Horn, Brooklyn, 5 Indian; S. T. Kellogg, Bridgeport, Conn., 6 Excelsior; Joseph Buckingham, New York City, 4 Harley-Davidson; W. F. Stubner, New York City, 3¾ N. S. U.; Robert Buttlar, New York City, 7 Indian; Wilmot Brewer, New York City, 7 Indian; Walter Goerke, Brooklyn, 7 Indian; Marshall McAnerney, New York City, 5 Indian; J. U. Constant, Brooklyn, 5 Indian; W. M. McClelland, New York City, 7 Indian; Irving Barnard, New York City, 4 Indian; Richard Buttlar, New York City, 4 Indian; Charles Cumiskey, New York City 1¾ Thor; J. W. Beach, 3 R-S; Basil Broadhurst, 3 R-S; Ferdinand Mercier, New York City, 5 Indian; Harold King, New York City, 4 Thor; Gene Coughlin, New York City, 6 Merkel; S. N. Newell, New York City, 4 R-S; Cuthbert Mills, New York City, 7 Indian; Charles Doris, New York City 4-5 Marvel; R. Steiner, New York City, 6 Excelsior; Frank Hart, New York City, 6 Excelsior; F. H. Van Deusen, Staten Island, 4 Thor; J. Ridder, New York City, 6 New Era; John J. Cox, New York City, 7 R-S; Edward Swain, New York City, 7 Indian; Frank Fitzsimmons, New York City, 7 R-S; Arthur Talbot, New York City, 4 Excelsior; George Philopeteaux, New York City, 5 Indian; J. Edwards, New York City, 6 R-S; Spencer Benham, New York City, 6 R-S.



A LONG STRAIGHTAWAY ON THE PARKWAY

Shoot First and Ask Afterward.

Motorcycle riders who venture into the fastnesses of the Tennessee mountains should be prepared for frequent hold-ups by mountaineers who suspect every stranger venturing into the region of being a revenue officer. Travelers are required to submit to most searching inspections, and the strongest credentials often are required to insure release. Moonshiners, who are sworn enemies of all government officers, have a habit of snuffing out the life of a suspect with little ceremony, so that it is not safe even for a motorcyclist to get "fresh" with the natives of that section.

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UTICA BANQUET'S GOOD SUBJECTS

They Bring Correspondingly Good Speeches at Motorcycle Club's Affair—Live Topics Discussed.

Although scarcely more than a month old, the Utica (N. Y.) Motorcycle Club is losing no time in making good its boast of being a live wire organization. On the 16th ult. 40 members sat down to the club's first annual banquet, which was held in the grill room of the Hotel Martin. Preceding the feast there was held a short business session in the hotel parlors, at which the chief business transacted was the appointing of a committee to discuss the feasibility of holding an endurance run.

When the guests assembled in the banquet room they found tables loaded with good things to eat, drink and smoke awaiting them. Previous to the sounding of the charge on the tables, the banqueters posed for a flashlight photograph. The menu was arranged in a manner characteristic of the occasion, and included such popular and tempting dishes as "oysters with spark plugs," "carbureted Saratoga chips," "iced cucumbers with French dressing (chain drive)," "muffled roast turkey," "cranberry sauce with magnetos," "French peas (ball bearing size)," "coffee with oil," and "cigars (U. M. C. brand)."

After the cigars had been lighted and the guests settled themselves in their "saddles" prepared for a long run, President Dutton, who acted as toastmaster, introduced the first speaker of the evening, Albert Burrell, who took for his topic "Duties of a Captain." He dwelt on the duties of the captain and explained the scope of his authority on club runs. In conclusion, the speaker said that as captain of the club the orders given by him when out on club runs must be obeyed, and that any complaint concerning them should be brought up at the next meeting and not during the run.

"Club Socials" was the subject assigned to the next speaker, F. W. Chase. He asserted that the Utica club should be an all-year-'round club, and that during the closed riding season interest could be maintained by means of card parties, banquets, theater parties, dances and other social activities of a nature to bring the membe s together.

One of the best speakers of the evening, judging by the enthusiasm his remarks created, was L. R. Mather, who talked on "Sunday Runs." Interspersing his remarks with several witty anecdotes he said that the only time that the club members could turn out strong was on Sunday runs. He urged the members to attend the Sunday runs as regularly as possible, as a strong showing on these runs was good advertising for the club and the city.

"Motorcycling as a Sport" was the assignment of Arthur Ferris, who was well qualified to handle the subject. Ferris is a veteran rider, who has done considerable touring and competition work, and he described the pleasures and attractions to be had by indulging in the various branches of the sport.

In view of the fact that the club is still in its swaddling clothes, as far as age goes, "Past and Present" would seem a difficult subject to handle. However, Joseph Easton was equal to the occasion. Referring to the "past" he told of the long-felt need of such an organization as the Utica Motorcycle Club, and under the head of "present" dwelt on its good beginning, its large membership and its plans for the future.

Frank J. Bowen, a rider of several years standing, and with a wide acquaintance and familiarity with gasoline engines and their whims, gave the gathering some tips on "The Care of the Motorcycle." He explained in detail the various parts of which a motor is composed and told how each is best cared for. His address proved very instructive and valuable, not only for the novices but for the veterans.

Talking from the viewpoint of a business man and a user of a motorcycle in business, Prosper J. Jenny spoke very entertainingly on "Commercial Aid," and explained how a machine had made a place for itself in his business. He had used a motorcycle continually last summer for business trips, and much of the success attending the transactions he closed he attributed to the reliability of the motorcycle in getting him to his destination "on time."

A number of excellent "Club Runs" were described by N. Nelbach. Many attractive runs were suggested by the speaker, who has a wide knowledge of roads and routes in the vicinity.

O. L. Endres painted a glowing picture of "The Future of the Motorcycle," which he predicted would soon crowd all other vehicles off the road. He opined that it would enjoy a lasting popularity and that the wideawake dealer would reap a fine harvest of sales.

Last but not least interesting of the speakers was Frank Klein, who dilated on "Starting a Motorcycle," and gave several tips on coaxing balky motors to "mote." He enjoys the enviable reputation of always coming home on his machine under his own power.

It was in the wee sma' hours when the party broke up, rounding out the evening's entertainment by singing the club song, which runs as follows:

"I have carbureters on my fingers,
Crankshafts on my toes;
Handlebars in my ears,
And gasoline up my nose.
You spoiled my chain drive,
And I am here to say,
That all riders should join
The club from U. T. K."

SAVANNAH CLUB OPENS NEW HOME

Vaudeville, Refreshments and Speeches in Honor of the Occasion—Road Races Are Scheduled.

On Tuesday evening, 21st ult., the new club house of the Savannah Motorcycle Club, Savannah, Ga., was opened at Isle-of-Hope, with an attendance of 175 motorcycle owners. During the evening refreshments and vaudeville were provided, and speeches were made by prominent members of the club. The club has now a membership of 106 riders and claims to be the largest motorcycle organization in the state of Georgia.

At the meeting 29 new members were taken in. This is a record breaking number for a month. The club will try for a total of 200 before the next meeting. There are about 250 motorcycle owners in the city and the outlook is for at least 500 before the summer riding season comes to an end.

The idea of having another race on July 4th was taken up and discussed at length. S. N. Harris, who has the agency for the Indian, gave the suggestion of having a dealers' race and to have it in April. All the dealers seemed well pleased with the idea and it was decided to hold it. It will probably be run the second Saturday in April.

The races will be 100 miles, 50 miles and 30 miles, over a new course of ten miles, which will be in readiness by that time. The prizes, which will be cash, unless the riders object to being made professionals, will be given by the dealers, and the prizes for the Fourth of July will be furnished by the Savannah Motorcycle Club.

Following are the new members that the club added to its list:

A. N. Talley, J. D. Levy, H. M. Garwes, R. H. Boland, Martin Schroder, W. T. Rustin, W. T. Walls, W. E. Bronson, V. Seyden, D. T. Whitely, Walter Lang, C. M. Cregar, C. W. Stacey, C. B. Morgan, F. Keene, J. C. Thompson, M. M. Martin, T. M. Prater, Carl G. Pillman, Jr., E. C. Smith, Sam Carver, F. D. Williams, Joe Thompson, L. M. Callahan, W. W. Delph, J. E. Mosher, T. L. Davis, L. B. Boggs and D. Y. Dancy, Jr.

New Jerseyites Give a Dinner.

The New Jersey Motorcycle Club, of Newark, N. J., gave a dinner and entertainment on the evening of the 28th ult., at its club rooms, 18 New street. About 40 people were present. A business meeting preceded the festivities and several new members were elected. Thayer McLaren was named as referee for the Decoration day 24 hour endurance contest to Atlantic City and return.

ASKS FOR INDIVIDUAL OPINIONS

Willis Wants F. A. M. Members to Say Where National Meet Should be Held—A Canadian Question.

Two great questions confront President F. I. Willis, of the F. A. M., on which he wants the assistance of individual F. A. M. members all over the country in deciding. The first is as to where the national F. A. M. meet should be held, and he invites all members of the Federation to write him their personal views as to which city is the best, the chief cities in the contest being Buffalo, Detroit and Indianapolis. The second question is as to whether the F. A. M. should extend its scope to include Canada and the island possessions of the United States. There is already one Canadian club affiliated with the Federation, this being the Vancouver Autocycle Club, of Vancouver, B. C., and other Canadian clubs are asking the affiliation privilege. President Willis would like to have expressions of opinion from members generally as to whether the F. A. M. should take hold and govern the sport in Canada and in the outlying American possessions, or whether these should be left to develop governing bodies of their own.

The battle between Buffalo and Indianapolis for the national meet is waxing very warm. Buffalo is receiving the support of all the clubs in northern New York, and Indianapolis is likewise receiving aid from clubs in Chicago, Louisville, Terre Haute and other cities in the Middle West.

The Louisville club is anxious that Indianapolis get the meet in order that the national endurance run may be routed through Louisville. The Chicagoans are favorable to Indianapolis because of its being nearer to them than is Buffalo. The clubs in New York state are affected by similar reasons in lending Buffalo their support.

Giving a vivid account of his experiences as a contestant on the motor speedway at the 1909 national meet at Indianapolis, Forrest R. Casebeer, of Terre Haute, Indiana, tells why he thinks that Indianapolis should have a chance to retrieve itself. He says:

"Indianapolis should have the 1911 F. A. M. meet for several reasons. The city has a great number of riders and they are real boosters. It has a club that is strong and it has the finest speedway in the world, and nc other course that might be offered would be as safe or as fast. There is a chance of records being made at the meet. Further, the city is centrally located and it could guarantee a large sum for the meet.

"But the best reason of all is that Indianapolis ought to be given a chance to make up for the feeling caused by the miserable condition of the speedway at the time of the other meet. It took the 1909 meet when no one else wanted it, and it relied on the word of the speedway management that the course would be completed. Those connected with the racing end will remember the combination of bad luck that pursued the racing.

"First there was a hard rain that lasted till the bottom fell out of the roads. When we started riding on the speedway we found the surface very hard and rough and it was foolhardy to attempt 60 miles per hour. Each basin in the track was filled with water and when you splashed through them your goggles were filled. Then the sun came out very hot. The surface of the speedway was ground rock held together by a tar-asphalt combination. The white surface seemed to draw the heat, and soon the tar combination rose to the surface and got as thin as water. It ran down the banks of the track in streams. We drove our machines through this and the stuff spattered all over us.

"Wherever any of it struck it blistered. Before long our faces were completely blistered and the stuff began soaking through our underclothing on our backs. We used vaseline, fresh lard, cylinder oil and various other things for the burns. Personally, I felt very homesick and almost swore off on all future meets. That tar stuff never came off the machine and never will.

"That is the story from an entrant's standpoint. The speedway now is paved with brick and this could not happen. Rain would not kill the races as it would on a dirt track. It is certainly the place for the meet. I say let Indianapolis vindicate herself; give her a chance and she will make good."

Indianapolis sent in its written bid for the F. A. M meet on Monday of this week. Buffalo sent in its written application on the Saturday previous, and was consequently the first city to have its application on file. Detroit has not come forth with its application yet, so Indianapolis and Buffalo are the only two that have taken official action toward getting the meet. In the letter that accompanied Buffalo's application, the secretary of the Buffalo Motorcycle Club stated that he wished to impress upon the directors the fact that the scenes around Buffalo are very beautiful and he mentioned Niagara Falls as one of the sights that the motorcyclists would enjoy.

On behalf of Detroit it is urged that it is a wonderful holiday center and that the lake and river trips which it offers make it well worth consideration.

President Willis said on Tuesday:

"I am only expecting one or two more bids for the F. A. M. meet now. I was in Detroit yesterday and the boys there said they would very probably enter an application. The only other club that I might hear from would be that in Denver. However, that city has not decided yet upon its action and I would not be surprised if it fails to apply."

SEEKS ADDRESSES OF LOST SHEEP

Gibson is Trying to Straighten Out Predecessors' Tangles—Getting in Touch with Old Members.

Despite the systematic basis on which the work of the office of the secretary-treasurer of the F. A. M. now is being conducted, he finds it impossible to reach many members who joined during the administrations of Secretaries Cooke and Ball, because of the lax methods under which the work was carried on at that time. In explanation of the failure of many members to receive notices of membership expiration and requests for renewal, Secretary G. B. Gibson, of Westboro, Mass., makes the following statement:

"Renewal notices to F. A. M. members are sent out from this office promptly some time during the week previous to the month in which the membership expires. I have found it extremely hard to reach a great many of the members who joined during the times of my two immediate predecessors, because of the fact that so many of these letters come back to me marked either 'unknown' or 'not in directory.'

"A great many F. A. M. members may have wondered why they have not heard from this office; the above condition will probably explain why. I keep an accurate alphabetical file of the faces of all mail matter which comes back to this office undelivered, and have done so since I became secretary-treasurer. Any man whose membership has expired please communicate with this office if he has not heard from me."

Night Owls First to Have 100 Per Cent.

Search of his files by Secretary Gibson of the F. A. M., after learning in last week's Bicycling World and Motorcycle Review of the controversy that has arisen between the F. A. M. Night Owl Motorcycle Club of New York, the Motorcycle Touring Club of New York, affiliated, and the Linden Motorcycle Club of Brooklyn, each claiming to be the first 100 per cent. F. A. M. club, disclosed the information that the first named is entitled to the honor. The Night Owls were affiliated on August 1, 1908, all of the 16 members belonging to the F. A. M. When the Touring Club affiliated on January 11 of this year, Secretary Gibson wrote that it was the first 100 per cent. club, and its claim was based on this information. Closer investigation now reveals that it was the first 100 per cent. club to be affiliated during his administration and that it was through an oversight that the status of the Night Owls was overlooked. Just where the Linden club fits in with its claim is not apparent, but it evidently must yield to the Night Owls.

100 CLUBS ARE NOW AFFILIATED

F. A. M. Century Certificate Goes to Porterville, Cal.—Helping the New Riders to Organize.

Thirteen affiliated clubs, enrolling 312 new members in the F. A. M., is the recruiting record of the office of the chairman of the membership committee for March up to the 26th. The most notable event of the week from the standpoint of the membership office was the issuing of the one hundredth certificate of affiliation. The honor went to the Porterville (Cal.) Motorcycle Club.

Albany, N. Y., is giving evidence of proving to be fertile ground for F. A. M. seed. It is being sown by G. J. Sanders, 76 Livingstone avenue, who indicates that he expects to harvest a club of 25 members within two or three weeks. Needless to say, it will be an affiliated club.

D. B. Pierce, Hamburg, N. Y., is out gunning for prospective club members in that region. He has not bagged any game as yet. Not satisfied with the near half dozen clubs already within the precincts of Chicago, C. R. Schwarz, 447 W. North avenue, that city, is adding another to its quota. He has signed up 18 riders already, and the organization is to take definite shape soon.

Although Toronto, Canada, has a live club of 85 members, the F. A. M. is not very strong there as yet. H. M. Kipp, of the F. H. Lemon Co., dealers, is doing some missionary work with a view to interesting local riders to join. The Canadian club indicates that if Buffalo gets the national meet, they will take it in.

Chairman Estabrook has restocked his literature cabinet with some new and revised club constitutions and by-laws pamphlets, and leaflets on "How to Organize a Motorcycle Club." The former is a 20-page book containing a draft of a constitution and by-laws suitable for a local club. Blank spaces are left to be filled in with the name of the club, location, dues and other items of a directly local nature. These pamphlets are suitable for use in their present form or may be inserted in special covers. They will be furnished to clubs on request, making quite a saving for printing. The leaflet on club organization is intended as a guide for those undertaking the organization of clubs.

Connections are being established in the Philippines looking to the organization and affiliation of clubs, and with a future view to controlling competition and exercising a supervision over other matters pertaining to motorcycling that may arise in American possessions in the Far East. Canada, Mexico and Alaska also are scheduled to receive attention along the same lines.

Chairman Estabrook is sounding a final call to his lieutenants before the opening of the riding season to redouble their efforts to bring in new members and organize new clubs, the latter to be 100 per cent. F. A. M., of course. The big crop of new riders taking up the sport offers, in his opinion, a most fruitful field for missionary work, and it is his belief that vigorous recruiting among them will be rewarded with most gratifying results.

Lancaster Launches a New Club.

In Lancaster, Pa., the new Lancaster Motorcycle Club has completed its organization by the election of the following officers: Harry C. Volmer, president; Charles F. Hupper, vice-president; Ira K. Herr, secretary-treasurer; Harvey R. Williams, captain; Amos Kukus, David Reitzel, Roy Kendid, Herbert Moyer, Samuel Killian, committee. The club expects to hold race meets and a number of enjoyable club runs. All the members belong to the F. A. M. and it is probable that the club will vote for affiliation at the next meeting.

Topekans Provide for Picnics.

Motorcyclists of Topeka, Kan., have organized the Topeka Motorcycle Club with the following officers: W. L. Davis, president; J. L. Johnson, vice-president; M. E. Harding, secretary; G. T. Brummitt, treasurer; J. C. Hughes, doorkeeper. The club has 15 members, which is 50 per cent. of the local riders, and the charter is being held open for a limited time. One of the unusual objects of the club is to hold picnics as well as contests and to promote the general welfare of the sport.

Trenton Motorcyclists Organize.

Trenton, N. J., is to have a flourishing club before long, in the Central Jersey Motor Club. Twenty new candidates for membership are on the list, and the meetings, which are being held at Brock's garage, indicate that the organization will be strong and prosperous by the time the riding season is fully under way.

INDIANANS MAY SAVE RENT MONEY

Considering a Building Loan Scheme—To Give a Smoker—"Mystery Run" and Endurance Contest.

Finding it cheaper to build than to rent, the Indiana Motorcycle Club, of Indianapolis, Ind., is arranging to erect a $3,500 club house on the lot which it recently bought on the boulevard, on the road that leads to the Motor Speedway. At present the club is paying $35 a month rent for its quarters. It can build and pay off the indebtedness in instalments of $25 per month, so that it will be saving $10 a month rent and will have something to show for its money. The new club house may be completed early in June.

The Indianapolis club now has 85 members, and, as one of the steps in boosting the membership, it will give a smoker and dinner on April 14 for all motorcycle riders in Indianapolis who wish to attend. It is estimated that at present there are about 1,000 motorcycle riders in the city.

On Decoration day the club will give a big "mystery run" for all riders who care to take the trip. On the five succeeding Sundays after Decoration day, a four part endurance run will be held. There will really be five separate runs, but each rider will be permitted to take part only in four of the trips. The extra trip is for those who miss one of the four regular runs. Prizes well worth trying for will be awarded to the winners. The trips will take the tourists to practically every city in Indiana. Each journey will be at least 175 miles, and the various destinations will include Terre Haute, Logansport, Richmond and North Vernon, Ind.

Atlantic Reliability in Storage.

The Atlanta (Ga.) Motorcycle Club has a 200 miles reliability run in storage. It will be released soon.

Date MAR 26 1911 Price 50 Cents

This Ticket entitles the holder to entrance with one motor cycle upon the

LONG ISLAND MOTOR PARKWAY,

between the hours of 6 A. M. and 6 P. M., on the date stamped above, subject to the conditions on the back of this ticket. Not transferable and must be shown upon request to any representative of the Parkway Company at Lodges of the Company.

Registry No. Merkel W. K. Vanderbilt Jr.
President.

GREAT NECK LODGE No. 50

TICKET REQUIRED ON THE LONG ISLAND MOTOR PARKWAY

POLICE LIKE THE MOTORCYCLE

Its Swiftness Valuable in Preventing Crime and Catching Criminals—Now Used in Many Cities.

Motorcycles are effecting a complete reorganization of police department methods in the cities and larger towns throughout the country. Because of its great speed the machine is becoming a great factor in preventing crime and catching criminals—facts which account for the high place it occupies in the estimation of police officials. Criminals know of the motorcycle's speed. It discourages them in many projected crimes, for they realize that the hazard has increased. As a natural sequence, the law-abiding public has been given an added sense of security through the adoption of this modern invention as a part of the police machinery of the world.

Captain Bradish of the University police station, Los Angeles, Cal., has just installed two motorcycle substations. Nine men are assigned to motorcycle duty in the University division, three men being on duty at all times.

St. Joseph, Mo., is boasting of "one of the nattiest, best-looking police motorcycle squads in the whole country." Four officers are assigned to motorcycle duty in the St. Joseph police department, working night and day in teams of two each.

Memphis, Tenn., now has the motorcycle improvement in its police department. The police commissioner at Memphis expresses himself in this way: "As in the case of the fire department, quick service is half of the battle. Our motorcycle officers are under instruction to answer all emergency calls, and to get there quick."

Houston, Texas, has its motorcycle officers. One of the councilmen in Indianapolis insists that the motorcycle squad be increased. Chicago has them. So has Milwaukee, and even smaller cities like Dayton, Ohio, and Riverside, Cal., have been quick to adopt this new aid to police efficiency.

MUNICIPAL INSPECTORS WHO UTILIZE MOTORCYCLES.



W. C. Howe, carpenter inspector of the department of buildings, Cleveland, O., is shown on the left, and F. B. Preston, general inspector of the department, on the right.

More Linemen Get Motorcycles.

After several months test, in which motorcycles proved very superior to horses and wagons in expediting the work of the telephone linemen, the Pacific States Telephone and Telegraph Co. has placed an order for 16 machines with A. Freed, the Thor agent in San Francisco, Cal. The motorcycles are to be placed in service in the San Joaquin and Santa Clara valleys, and later other machines are to be bought for the northern section of the state. The telephone company found in its tests that linemen mounted on motorcycles could reach the seat of trouble so promptly that the loss checked by quick repairs to damaged wires and the time saved by the workmen in reaching and returning from the trouble point will more than pay for the initial expense and the upkeep of the motorcycles.

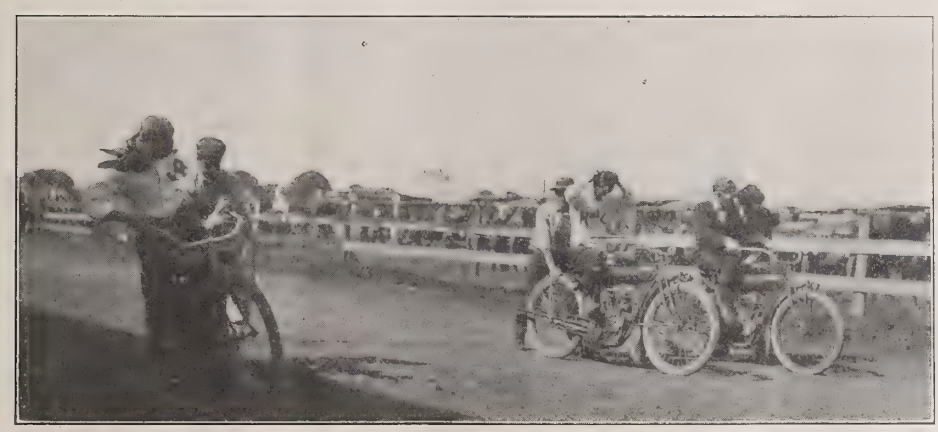
San Jose Aids Prince's Project.

With money provided by the local traction companies, the Driving Park Association and the local motorcycle dealers, and with permission from a lumber company to go as far as he likes in ordering timber, Jack Prince is in a fair way to carry through his project for a motorcycle and bicycle board saucer track in San Jose, Cal. Prince, who has a reputation for building saucer tracks, plans to make the track three laps to the mile, with banking steep enough to hold a speed of 95 miles an hour. It is probable that the track will be built in the vicinity of the San Jose Driving Park.

F. A. M. Membership Reaches 7,000.

The F. A. M. membership passed the 7,000 mark this week, according to Secretary Gibson. It will have to gain about 750 members a month for the next four months to reach the goal of 10,000 members which it hopes to have at the next annual meet.

HAWAII TAKES TO TRACK RACING.



The first motorcycle race ever run in Hilo, Hawaii, took place on Washington's Birthday, and was won by P. C. Beaver, or an Indian. The picture shows the starters.

QUITS WALK TO SELL MACHINES

Long Distance Pedestrian an Easy Convert —Was Sick of Tramping Through the Soft Sand.

When Frank B. Surman started out from Wilmington, Del., last November to walk to Los Angeles, if anyone had predicted that he would abandon his task at Atlanta, Ga., and take up the selling of motorcycles, the disciple of Weston would have voted the prophet a candidate for the Ananias Club. Yet that is exactly what Surman did, and he likes his new vocation so well that he has abandoned all thought of continuing his travels via the Thespian line.



CHAPPLE PERSUADING SURMAN TO GIVE UP HIS LONG TRAMP

Surman, accompanied by a companion, Morris Roberts, and a bull dog, which answers to the gentle title of "Lady," turned his back on Wilmington on the 26th of November last, intending to tramp to Los Angeles. The undertaking was attempted to promote interest in out-door sports, and the conditions of the ramble were that the men should have no money to start with, should beg for or receive none from any outside source, but should work their way from place to place, earning their keep in a legitimate way.

Striking out toward the South, everything went well, and the back-to-Nature tourists were enjoying their trip immensely until Frederick, Md., was reached. Here Roberts had the misfortune to slip on the ice and injure his spine, which forced him to quit. Undaunted, Surman and "Lady" plugged along alone, determined to complete the undertaking. At least, Surman was, and "Lady" took the cue from him and was ready to walk around the world, if necessary.

It was while hoofing it through a stretch of deep, sugary sand between Sumter and Columbia, S. C., that the incident occurred which completely changed Surman's plans. The spot was a veritable sea of sand in which he sank above his shoe tops every step he took, and progress was slow and laborious, with no cooling breezes to temper the heat of the sun.

Suddenly Surman heard the beat of a motor and looking around saw a motorcyclist plunging through the soft sand, and coming toward him. He stopped to watch with interest the rider's effort to stay in the saddle as the machine swayed and rocked as it forced itself through the treacherous ground. When the motorcyclist came up he stopped and greetings were exchanged. He proved to be A. G. Chapple, the Merkel traveler, who was bound for Columbia. The two men soon became quite friendly, and in their talk Chapple discovered that his new acquaintance was quite familiar with motorcycles.

Surman intimated that he was getting rather weary of his walk and would much prefer to go to work. Believing that Surman's knowledge of motorcycles would make him valuable to some agent, Chapple gave him a list of agents along his route and suggested that he call on them and see if he could "connect." Then they parted. Chapple heard no more from his pedestrian friend until he again was in Atlanta, recently, when he was surprised to find Surman on the staff of the Motorcycle Supply Co., the Merkel distributor for Georgia. Manager Colburn reported that Surman was "making good," had proved popular with the local riders, and that soon he would be sent out on demonstrating trips. "Lady," the bull dog, has been adopted by the Atlanta Motorcycle Club as a mascot, and now is the recipient of much attention.

Kenneth Norton Killed in Accident.

While aiding a pair of motorcycle policemen in the pursuit of a speeding motorcyclist, Kenneth Norton, Kansas City, Mo., 23 years old, a local motorcycle dealer, was hurled against a tree by the bursting of a tire, and sustained injuries which caused his death a few hours later, on the 23d ult. Norton was a member of the Norton & Newby Motorcycle Co., 3033 Main street. The accident occurred at 27th street and Gillham road on a turn which the pursued and pursuers took at terrific speed. Norton skidded to the outside of the turn close to the curb, and at this point a tire exploded, and the machine crashed into a tree. The officers did not know of the accident until they were a block away, when they looked back to see if Norton was with them, and discovered what had happened. They immediately abandoned the chase and went back to the injured man, and called an ambulance. Immediately upon reaching the hospital Norton was operated on, although it was seen that his case was hopeless from the first.

Army Officer Finds Touring Cheap.

Something of a surprise rewarded an army officer, Lieutenant Sampson, of Fort D. A. Russell, as the result of his calculations as to what a long tour on a motorcycle costs, when he came to figure up expenses in connection with a journey of his own. According to one of the motorcycle agents in Denver, Col., the lieutenant some months ago left the fort on his motorcycle and journeyed to the northwestern part of Michigan, and, after a visit, returned over a course that led him through the Southern states, making a total of several thousand miles. During the trip Lieutenant Sampson took a number of photographs and purchased all the supplies necessary for his machine. When he returned to the fort he added up the entire cost of his trip and found that it had averaged less than half a cent a mile.

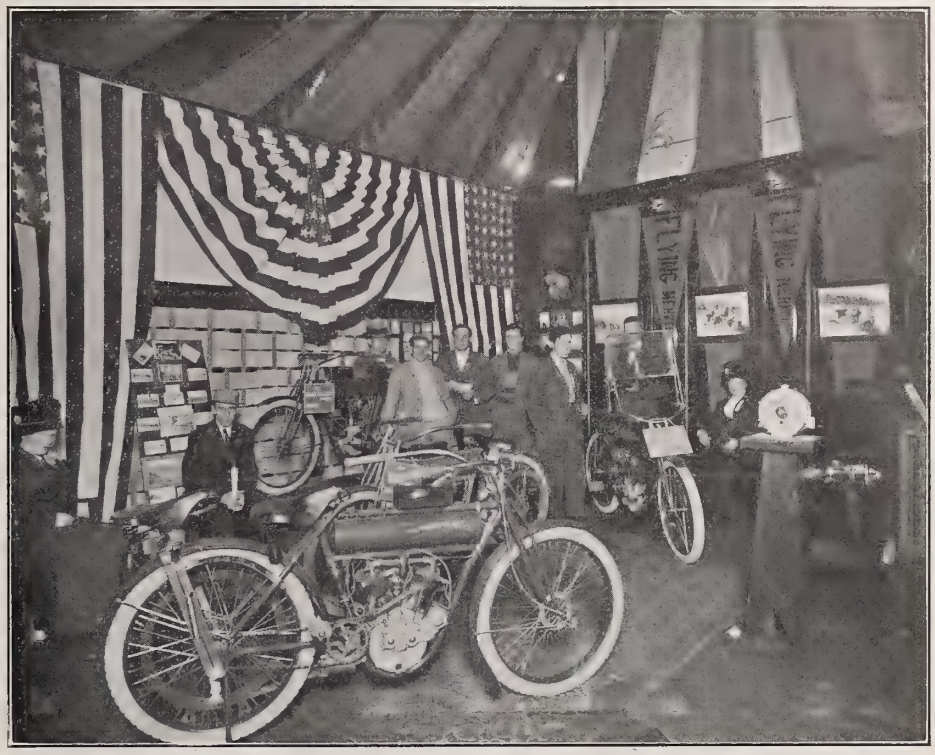
Damages Awarded Motorcyclist.

For injuries received while riding a motorcycle and alleged to be due to the fault of an automobile driver, William A. Eager, of Newark, N. J., has won a verdict of damages to the amount of $2,777, against Adolph L. Boyce. Eager was riding on Howard street when he was struck by an automobile owned by the defendant. He was seriously injured. Boyce was not in the automobile at the time, but was made responsible as its owner since it was being driven under his orders.

Buffalo Sportsmen See Latest Models.

Eight dealers, representing eleven makes of motorcycles and a similar number of brands of bicycles, took space at the Sportsmen's Show held in the Broadway Arsenal, Buffalo, N. Y., during the week of March 27. The following are the exhibitors, the machines they showed and the attendants in charge: Neal, Clark & Neal, Indian, three machines; Excelsior, two machines; B. E. Neal in charge. This firm also showed Xanthaline, an anti-puncture compound for tires. Herman L. Peters, Yale, 3 machines; H. B .Alderman in attendance. Glouster Cycle Co., Thor, four machines; represented by Charles Haberer. E. P. Seeber, Pierce, three machines; also Pierce bicycles; Pierce features were explained by E. P. Seeber and M. M. Ditch. The Poppenberg Bicycle House, Emblem, five machines; Yale, Columbia, Emblem, Harvard, Rambler, Iver Johnson and Capitol bicycles; Otto Brucker looked out for visitors. W. D. Andrews, Merkel, six machines; Wagner, two machines; New Era, three machines; Andrews Bicycles; W. D. Andrews was in command. Edward G. Schultz, Jr., Harley-Davidson, two machines; E. G. Schultz, Jr., was the chief of his show staff. F. F. Rick & Co., R-S, one machine; Rick and Buffalo bicycles; E. P. Young on deck. Not to be outdone in enterprise by the dealers, the Buffalo Motorcycle Club also took space and distributed pamphlets setting forth the objects of the organization, its efforts to obtain the F. A. M. meet this year, and the advantages of membership. All of the booths were prettily decorated. The total number of motorcycles exhibited was 34.

ONE OF THE EXHIBITS AT THE LOS ANGELES SHOW.



At the motorcycle show in Los Angeles, Cal., during the week of March 13, C. L. Smith, of Los Angeles, staged the Merkel, in the setting shown.

Magneto "Don'ts" for the Novice.

For the benefit of the novice who regards a magneto as a "box of tricks," and for the more experienced rider who may be inclined to tinker with the instrument with the idea of "getting a hotter spark," M. E. Toepel, of New York City, a magneto expert, offers the following "don'ts," the observance of which will save much trouble and expense. Here they are:

Don't test the magneto unless it is assembled completely, with all wires properly connected.

Don't open up the spark plug gaps or permit them to burn themselves apart more than 1-32 of an inch.

Don't flood the breaker box when oiling the small roller on the breaker bar. The oil should be applied with a toothpick about once a month.

Don't expect the magneto to operate if the frayed ends of the wires are allowed to come in contact with each other or with parts other than the terminals to which they belong.

Don't dissect the instrument to see what makes the wheels go 'round, unless you are an expert. The right number of wheels were put in the magneto when it was built.

Don't drive the motor with the spark retarded, but have it as far advanced as possible.

Don't try to improve the adjustment of the platinum points in the breaker box until they stop "breaking."

Don't pull out the carbon brushes in the secondary terminals because you think there is not enough tension on the springs.

BROOKLYN'S NEW EXCLUSIVE CLUB.



First photograph of the Invincible Motorcycle Club, of Brooklyn, N. Y.; taken in front of the Invincible club house, where it has its home.

Memphis Enforces Registration.

Motorcycles in Memphis, Tenn., must be registered in future, just like the automobiles. A number will be given each machine at police headquarters, and it must be carried at all times. No charge will be made for registering or securing numbers.

Music's Effect on Six Day Cyclists

Contestants in the recent New York six day race made better time when the band played than they did when it was silent, according to a series of tests conducted during the races held in Madison Square Garden from December 4 to 10 last. These tests cover 46 miles separately timed on three evenings. One half of the miles, or 23 of them, were ridden while the band played and the other 23 while it was silent. The average time per mile while the band was playing was 3 minutes 4 seconds, or at the rate of 19.6 miles per hour. When the band was not playing the average time was 3 minutes and 21 seconds, or at the rate of only 17.9 miles per hour. In other words, the miles ridden with music averaged 17 seconds faster than those riddden without. The fastest mile of the 46 timed was ridden while the band played, and was covered in 2 minutes 28 seconds. The slowest mile was covered in 4 minutes and 11 seconds.

These results are not surprising, for it is the common verdict of experience that music has a real and considerable stimulating influence on physical effort. Military men have always testified that soldiers march faster, further and with less fatigue when they march to the accompaniment of martial music.

Literature is full of reference to the psychological effect of music, ranging from Dryden's declaration that "Music hath charms to soothe the savage breast," to Carlisle's exclamation: "Give me, Oh give me, the man who sings at his work! He will do more work in a given time, do it better, and with less fatigue . . . ." and so on. The quotations are from memory and may not be exact.

The conditions of the six day race offer a peculiar opportunity for testing in a quantitative way the stimulating power of the music of the military band. The contestants are in continuous action hour after hour, and generally ride so close together that the time consumed in covering each mile may be accurately observed and recorded. During the entire race, night and day, the band plays a selection generally lasting several minutes, is silent for an interval of a few minutes, and then plays another selection. This combination of conditions offers an ideal opportunity for measuring the effect of the one varying factor, which is the music.

There is, of course, one important disturbing effect, in the occasional sprints; but at times hours elapse without a real sprint occurring.

The tests actually conducted are inadequate to demonstrate anything more than that the music of the band has a real influence on the speed of the riders. The plan followed was to take the time of the rider leading the bunch during a mile when the band was not playing, and record it in minutes and seconds, always dropping the number of fifths of a second. No more timing was done until the band played, when two laps were allowed to be ridden before the timing commenced, and one mile was timed just as before. After the music stopped, at least two laps were allowed to be ridden before another record was taken.

The first set of tests was made on the evening of Tuesday, December 6, and covered 20 miles, ten with music and ten without music. The second similar set of records was made on the evening of Thursday, December 8, and again covered 20 miles, of which ten were ridden with music and ten without. The third set was taken on the evening of Saturday, December 10, the last day of the race. Owing to delay in reaching the hall, it was possible to secure records of only six miles, of which three were ridden with music and three without.

In each case, the records were made alternately, as above described, the timing was done with a split-second stop-watch, and fifths of a second were not recorded. Each evening two persons worked together, one of them holding the watch and recording the time, and the other one keeping track of the laps covered, so as to avoid all possibility of error.

The following table shows the records for Tuesday, December 6, when the times for 20 miles were recorded:

Time in Minutes and Seconds for 20 Miles. Tuesday, December 6.

No Music		Music	
Mile No.	Time	Mile No.	Time
1	2:49	2	2:46
3	2:41	4	2:44
5	2:49	6	2:36
7	3:17	8	2:28
9	3:27	10	3:01
11	3:13	12	3:25
13	3:37	14	2:42
15	3:51	16	3:06
17	3:09	18	3:03
19	3:05	20	2:46
—	—	—	—
Average,	3:12	Average,	2:51

Average rate per hour without music, 18.8 miles.

Average rate per hour with music, 21 miles.

By referring to the table it will be seen that the miles ridden to music averaged 21 seconds faster apiece than those ridden without. The figures also show that there are constant and considerable variations in the speed even when the times show that there was no real sprinting going on.

On Thursday evening the race was very slow and there was little sprinting, as is shown by the following table:

Time in Minutes and Seconds for 20 Miles, Thursday, December 8.

No Music		Music	
Mile No.	Time	Mile No.	Time
1	3:48	2	3:01
3	3:52	4	3:34
5	4:05	6	4:11
7	3:29	8	3:46
9	2:50	10	2:45
11	3:17	12	3:06
13	2:56	14	3:25
15	3:57	16	3:32
17	3:36	18	3:03
19	3:59	20	3:39
—	—	—	—
Average,	3:35	Average,	3:24

Average rate per hour without music, 16.7 miles.

Average rate per hour with music, 17.6 miles.

The difference in the average time on Thursday evening between the miles ridden to music and those ridden without is 11 seconds. The final set of records shows conditions during the closing hour of the great contest, but before the final sprints:

Time in Minutes and Seconds of Six Miles. Saturday, December 10.

No Music		Music	
Mile No.	Time	Mile No.	Time
1	3:41	2	2:40
3	2:53	4	2:48
5	2:46	6	2:32
—	—	—	—
Average,	3:06	Average,	2:40

Average rate per hour without music, 19.3 miles.

Average rate with music, 22.5 miles.

The data as they stand seem to show that the music of the band does have a genuine and considerable stimulating effect on the riders and that this is true even after six days and nights of riding. It is probable that some of this stimulus is indirect. When the band played the crowd in the arena and in the galleries almost invariably responded with applause and shouts of encouragement for any slightest sign of increased speed among the riders. It often seemed as though the resulting faster riding came rather because the music stimulated the spectators and their shouts encouraged the riders than because it affected the riders directly.

Accurate data showing results for a considerable number of miles each day could easily be gathered during the next race and would throw light on the questions raised by the present observations. It is to be hoped that this will be undertaken next December by some pairs of careful observers, equipped with accurate stop-watches, sporting sympathies, scientific training and infinite capacity to survive in an atmosphere of dense tobacco smoke.

LEONARD P. AYRES, Ph.D.

DINNER PLANS OF C. R. C. OF A.

Told in All Amplitude in the Invitation—"Wives, Sisters and Soul Mates" Invited, Too.

Invitations to the annual reunion dinner of the Century Road Club of America are being sent out by Fred E. Mommer, 54 East 91st street, New York City. Giving full details and directions, the invitation reads as follows:

"Our annual reunion dinner will be held this year on Saturday evening, April 15, 1911, at Raub's, 8 Nevins street, Brooklyn, N. Y. The dinner will be held in Brooklyn this year because of the numerous requests on the part of our members living in that borough, to give their 'home town' a chance to make good in the banquet line. Raub's is located at 8 Nevins street, near Fulton street, a few steps from Nevins street subway station and Flatbush avenue L station, very easily reached by subway, surface, elevated or aeroplane routes; it has a reputation second to none for serving high class dinners.

"It is doubtless known to you that with this year our club has reached the age of 20 years; this will therefore be our 20th anniversary dinner, and this fact alone should make you feel proud to be able to participate in it. It is to be hoped that over 100 members and friends will be in attendance, in fact, members are urged to invite their cycling friends in order that they may become acquainted with the club and its work. The price of admittance is, as usual, $1.50 per person. While I should appreciate a remittance with your application for seats, I shall not insist upon it and shall be pleased to receive same any time before the dinner, of course at your earliest convenience.

"The presence of the fair sex has always been a factor in the success of our dinners; bring along your wife, sister or soul mate; remember, each lady will be presented with a souvenir, while the gentlemen will enjoy smokes. Full dress, tuxedo or business suit—any one is appropriate and you are welcome to appear as best suits your fancy. Be sure, brother, to wear your lapel button and your century bars. No one will be needlessly embarrassed by being requested to 'speech' against his wish. It is my sincere wish and hope that the old time members especially will take advantage of this anniversary dinner to get together once more and talk over the happiness of the good old days. I can assure you a most enjoyable time and trust to have the pleasure of your and your friends' attendance."

Willimantic Cyclists Have Beefsteak.

Members and friends of the Thread City Cyclers, Willimantic, Conn., to the number of 35, enjoyed a beefsteak dinner at the Windham Inn, on Thursday night, 23d ult. When the tables had been lightened of their viands, several members of the party entertained with short talks and stories. The gathering was entirely informal, but the evening passed away so pleasantly that it was with regret that the merrymakers broke up. Clinton C. Wood had charge of the arrangements.

New Englanders Hold Cork Handicap.

For the second Sunday in succession, J. B. Hawkins captured the regular weekly cork race of the New England Wheelmen of New York City on the 25th ult. E. Schuber, was a close second, J. W. Clement registered third, and Joseph Kopsky arrived fourth. A dash of variety was injected into the event, by changing it from a scratch race to a handicap. The distance was six miles as usual, the course being in the vicinity of Hunter's Island in the Bronx. Hawkins, Anderson and Kopsky were on scratch, the remainder of the field being allowed one minute leeway. This arrangement furnished a hot finish, as the scratch men did not catch the leaders until 500 yards from the tape, which was at the top of a stiff grade. At this point Hawkins came abreast of Schuber, and after a snappy brush between them the former forged ahead and led the bunch over the finish line.



J. B. HAWKINS

Acme's Try a Three Mile Scramble.

The Acme Wheelmen, of New York City, held a three mile trial scratch bicycle race on Pelham Parkway, on Sunday, 26th ult. The first five riders finishing were I. E. Higgins, John DeBruyn, Ed Ricke, J. B. Schmid and P. E. Wilke. The course was one and a half miles north from Bronx Park and return. The club is making arrangements to meet the other bicycle clubs in the vicinity of Greater New York, in races of any distance or style.

SPORT FOR FLAT FLOOR FANS

Buffalonians See Two Warm Races at 74th Regiment—Schieder Captures the Two Mile Lap.

Two exciting bicycle races were put on at the 74th Regiment games in Buffalo, N. Y., on Saturday night, 25th ult. Joseph Schieder, the local pride, captured the two mile lap race easily, scoring 63 points. E. C. Arenz scored 42 points, entitling him to second, and Al. Krushel was third with 37 tallies. Time, 4:31⅗. In the mile handicap, however, the scratch men did not have a chance, and all the plums went to the distance men. W. G. Penseyres (110) was first, Leo Breitweiser (115) second, and L. Safford (90) third. Time, 2:07⅖.

Seven qualified for the final in the lap race. Schieder, however, won as he pleased and the real battle was between Arenz and Krushel for second, the former scoring. Arenz gained double points by capturing the last lap, giving him a five point margin on second place. In the mile race the distance men kept away from the back markers by changing pace frequently.

Lots of Prizes for C. R. C. A. Handicap.

Plenty of prizes are assured in the ten mile handicap bicycle road race on April 16 that is to be given by the Eastern Division of the Century Road Club Association. Aside from 30 time and place prizes offered, there are enough other prizes to provide for practically every rider who finishes in a limited time. The race will start at Floral Park, L. I., and the course, which has been newly macadamized, is in such good condition that it will prove a boon to the scratch men in their attempt to win time prizes. Among the riders who have already filed their entries are A. R. Cooley, G. Polacsy, B. Boyes, E. Schuber, H. Kelly, J. M. Clement, J. P. Berlenbach, R. Jones and Joseph Kopsky. Entries should be sent to George Bieregel, secretary, 417 West 114th street, New York City.

Germantown's New Cycle Club.

Germantown, Pa., has a new bicycle club, recently organized by the class of 1914 Germantown Academy, and which will be known as the Buds Bicycle Club. The club will give weekly runs, probably on Friday afternoons. Valley Forge and other neighboring places of historic interest will be visited. There are 15 boys in the club. F. K. Deacon is the president.

Wilmington Cyclists to Organize.

Cyclists in Wilmington, N. C., are considering the organization of a bicycle club in that city. About 75 riders already have been interested and it is probable that the club will be formally organized within a few weeks.

CYCLISTS "KEEP FIT" ALL WINTER ON BASKET BALL TRAINING



The group at the left hand is the senior basket ball team of the Long Branch Cycle Club, of Long Branch, N. J. The other group is the junior team. As the winter alternative for cycling they have taken up basket ball as being better than non-athletic club diversions. Each team has made practically a clean sweep in competition with others of its class during the past winter.

Cycle Race in "All-Around" Challenge.

Bicycle racing is included among the 15 branches of athletic sports mentioned in the sweeping challenge issued by John R. Weber, of the Victorian College, Melbourne, Australia, offering to meet anyone in the events named for the all-around championship of the world. The challenge has been accepted by Charles Wilson, of Manchester, England.

Holds "Cop's" Coat for Security.

Anxious to borrow a civilian's bicycle in order to give chase to a criminal, a London policeman was accommodated on very unusual terms. The officer was allowed to take the bicycle, but he was compelled to leave his overcoat with the cyclist as security for the machine's return.

Shower Money on Cycle Policeman.

A bicycle policeman in Los Angeles, Cal., was hurt by being thrown while following a speeding machine. A committee of automobilists was formed and a purse of $1,000 was raised and presented to the injured man.

N. Y. A. C. Bicycle Committee.

Bicycle events conducted by the New York Athletic Club during the ensuing year will be in charge of a sub-committee composed of A. Parker Smith, J. H. McGinley and Godfrey P. Farley.

Trick Rider Bradley Joins Kaufmann's.

Wallace A. Bradley, trick bicycle rider, who has been connected with a bicycle troupe in Berlin, Germany, has returned to the United States to take the place of his brother in the Kaufmann troupe of trick riders. His brother was injured several days ago and will be unable to perform for some time.

Moran to Stay the Season in Europe.

James Moran, the American pace follower, has decided to remain in Europe all this year, and will do considerable riding on the German tracks. He has engaged as his pacemakes, Lauthier, who formerly was the pacemaker for Nat Butler.

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Three ply between rivets insuring perfect flexibility and absolutely *even distribution of strain*

HERE is a Motorcycle V-belt of ***guaranteed*** strength, pliability and "pull"—a belt that effectually solves all transmission troubles. The construction of the

Four thicknesses at rivets give maximum strength together with ample depth and gripping surface

"WEDGE-GRIP" BELT

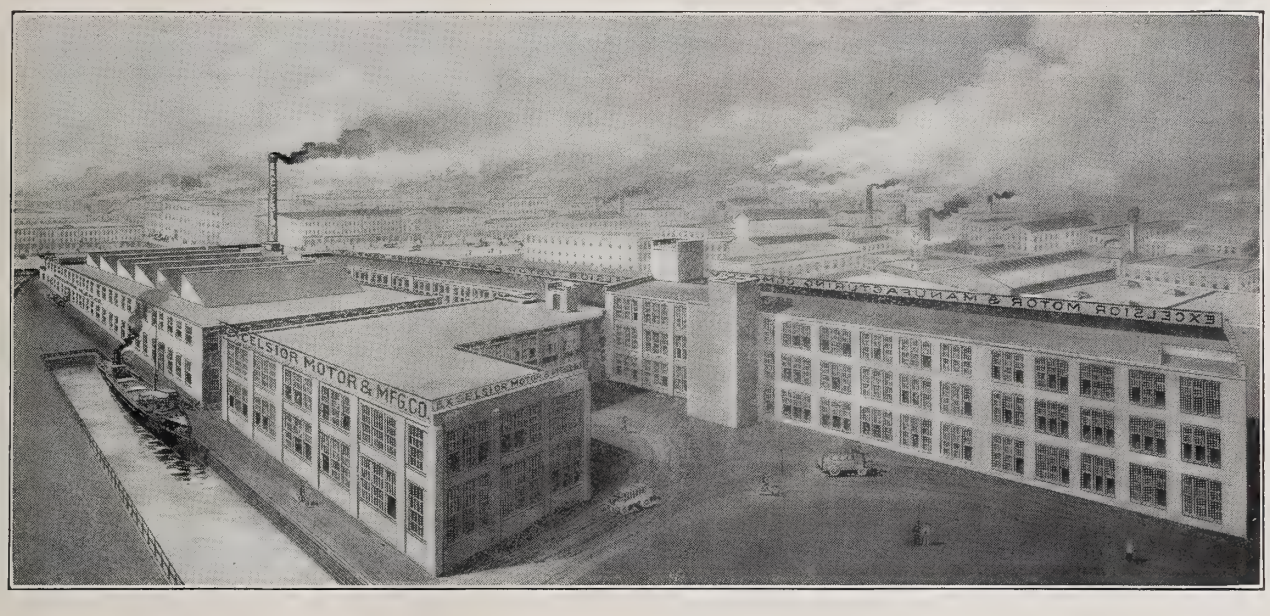
is such that the strain is equally divided between top and bottom layers. The short, overlapping inside strips, being placed diagonally, reinforce and carry the strain of the belt without affecting its flexibility in the slightest—and, at the same time, they build it up, at the rivets, to ample depth and gripping surface. The "Wedge-Grip" is low in price and fully guaranteed. Your money back if it does'nt make good in a ***Sixty Days' Trial.***

Descriptive circular and sample piece of belt for the asking.

STRAND MFG. COMPANY
035 Center Street, Milwaukee

The Factory Behind the Product

A strong plant is never grown in barren soil and the quality of any product is dependent upon the facilities for its manufacture.



The factory producing the

EXCELSIOR AUTO-CYCLE

is beyond question the most thoroughly equipped and complete motorcycle factory in the world.

With the buildings just finished, the total floor space is slightly over 190,000 square feet and the machinery and equipment is the best obtainable.

A comparison of these facilities with those of factories with a limited product or building only a part of the machine will clearly indicate one of the reasons for

EXCELSIOR SUPERIORITY

Three models for 1911—two Singles and a Twin. All described in Catalog C-11. Write for it today.

EXCELSIOR SUPPLY COMPANY

400 W. Randolph Street CHICAGO, ILLINOIS

San Francisco Branch—361-363 Golden Gate Ave.
Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.



Good Light Costs Less Than Accidents

Unless you can see the ruts, bumps, holes and obstacles along your path at night, you are exposing your machine, yourself and possibly a passenger, to constant risk of serious accident. One such accident would cost you more than a whole year's supply of Prest-O-Lite.

PREST-O-LITE Gas Tank

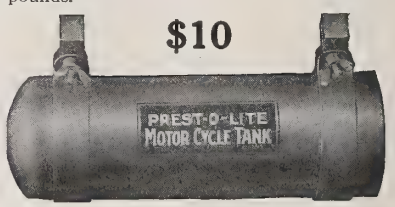
Shows up every detail of the road, and floods it far ahead with strong, unwavering light, which you turn on and off like a gas jet.

The Prest-O-Lite Tank gives you 40 hours of steady, dependable light (using a ¼ ft. burner) at a cost of less than a penny an hour. When empty, exchange it for a full tank, at a small fee. No dirty work, no uncertainty of light flaring up or dying out, and yet Prest-O-Lite service costs no more—usually costs less—than the carbide which a generator consumes.

Remember, too, that the genuine Prest-O-Lite Tank is in universal use and demand, and is always saleable for about what you put into it. It is the **only** tank that, when empty, can be promptly exchanged, **anywhere and always.** Don't let anyone give you a counterfeit—you may not be able to "pass" it.

Write For Our FREE BOOK
showing how to attach Prest-O-Lite to any make of motorcycle. Dimensions: Length, 12 inches; diameter, 4 inches; weight, 7 pounds.

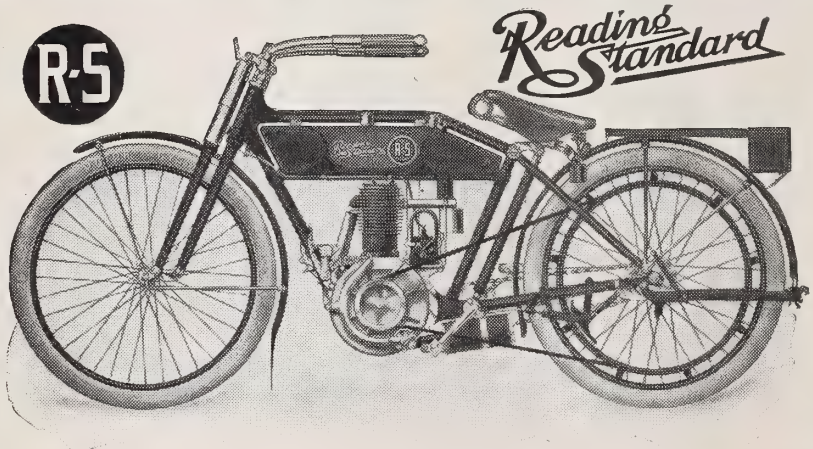
$10



The Prest-O-Lite Co. 245 East South St. Indianapolis, Ind.

Branches at Atlanta, Baltimore, Boston, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE



A Few Words on Brakes

particularly those in

The 1911 READING STANDARD

The inadequacy of the self-contained hub brake has been too often proven, but still the Reading Standard is the only American made motorcycle to fully provide against this weakness.

In addition to the best hub brakes obtainable, the 1911 R-S is equipped with a powerful, foot-operated brake working on the belt rim.

This brake, with 5½ square inches of effective surface acting near the wheel rim, is at once the most powerful and flexible brake ever put on a motorcycle. This is but one of 35 distinct and exclusive features that make

THE READING STANDARD

the finest motorcycle in the world. Our catalog tells about the others. Write for it today.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

ARE YOU READY

for the opening of the Spring Season with your shelves stocked with

New Departure Coaster Brakes

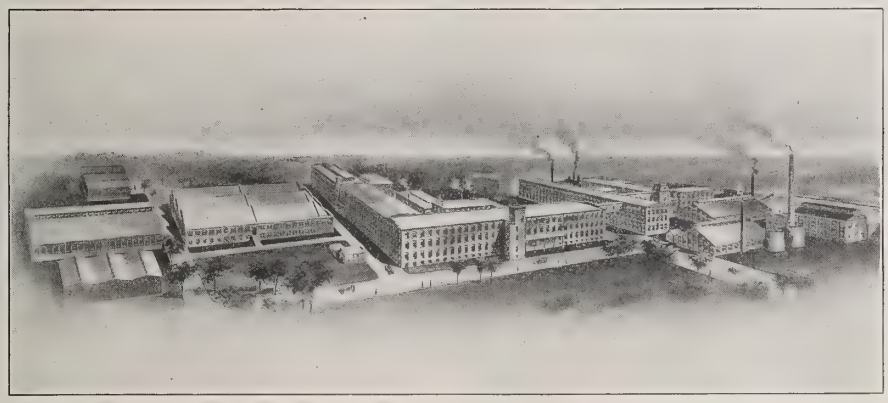
New Departure Bells

New Departure Cyclometers

and your counters, walls and windows showing

New Departure Signs, Booklets

FOLDERS, ETC., ETC.



The demand for New Departures was never so extensive as now. Our big factory has been running twenty-three hours a day, six days a week for months, filling orders. We have been busy before, but never like this.

WHY? Because the New Departure coaster brake is better made than ever before. Progress in the art of treatment of the steel has resulted in important improvements that make all the wearing and working parts practically and actually tool steel—indestructible.

The design remains the same so that all parts of the present model are interchangeable with parts of models for several years back.

One dealer writes, "The 1911 refinements have given us a faultless brake." Another writes, "It is 100 per cent better," etc., etc.

The dealer who stocks New Departures offers his customers the best. The dealer who does not stock New Departures is surely driving trade to his competitors.

Write Us for Catalog—Write Your Jobber for Prices

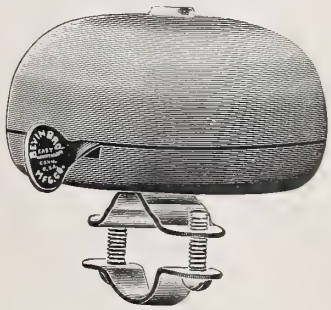
THE NEW DEPARTURE MFG. CO., Bristol, Conn.

Coaster Brake Licensors

Bevin Bells



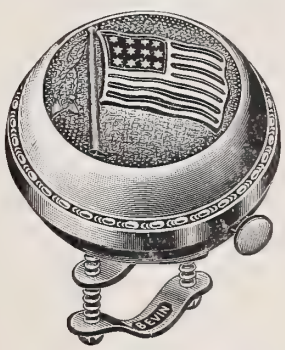
Here is a Bevin



and Another Bevin



Likewise a Bevin



Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

BEVIN BROS. MFG. CO.
Easthampton, Conn.

PATENTS.

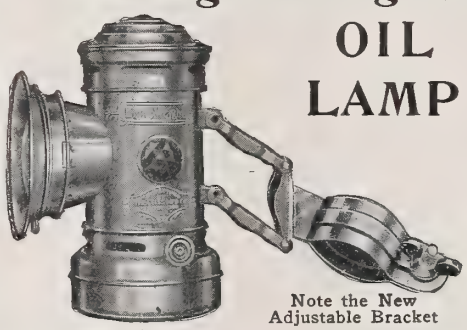
975,827. Mounting for Motorcycle Saddles. Samuel Busch, New York, N. Y. Filed July 26, 1910. Serial No. 573,940.

1. A mounting for motorcycle saddles, comprising a cross bar having a plurality of depending guide rod extensions; a plurality of buffer springs infolding said extensions to support said cross bar; a plurality of leaf springs arranged to support said buffer springs; a rigid supporting frame for said leaf springs; means for clamping said supporting frame on the motorcycle; means for guiding the said extensions of said cross bar in the vibration thereof; and swinging connections between the said supporting frame and said leaf springs.

975,842. Magneto Interrupter. Willard E. Dow, Braintree, Mass. Filed June 16, 1908. Serial No. 438,758.

1. In a magneto, a rotary part, a current interrupter, having its terminals rotated by said part, and means for adjusting said terminals toward and from each other while they are being rotated.

The Lightweight OIL LAMP



Note the New Adjustable Bracket

with spring back and new adjustable clamp bracket; will not jolt or jar out; is attractive and well proportioned with perfect ventilation; burning capacity, ten hours.

Manufactured by
THE SEISS MANUFACTURING CO.
Toledo, Ohio
Buy from your dealer.

Jobbers supplied by
D. P. HARRIS HARDWARE CO.
48 Warren Street New York



SPROCKETS
We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

Every Live Dealer Sells
DUCKWORTH CHAINS
Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.
DUCKWORTH CHAIN & MANUFACTURING CO., Springfield, Mass.

Kelly-Racine Tires

For Motorcycles and Bicycles

are now being made in our new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.

We shall produce 1,500 motorcycle tires and 3,000 bicycle tires per day, together with 1,200 inner tubes, a full line of tire sundries and a line of automobile, motor truck and carriage tires. Each tire, too, will have years of "know how" in it. Get acquainted with us promptly, as our earliest customers will have reason to rejoice.

KELLY-RACINE RUBBER CO.
Racine, Wisconsin



Bicycle Repairmen Joyous Over the "TIP-TOP" Offer

It's a real live WINNER. That's why bicycle repairmen everywhere are shouting for it. The "TIP-TOP" offer on NEVERLEAK Tire Fluid means a lower price to you, and twice the usual number of certificates.

These same Neverleak certificates bring you many premiums that are really worth having. Not a trashy one on the list.

It will pay you every way to handle the "TIP-TOP" proposition. Just ask your jobber about it and learn what a big WINNER it really is.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

FAUBER HANGERS

mark the quality bicycles. See that your bicycle is equipped with the Fauber. Our big factory is being further increased for the production of Fauber hangers and sprockets.

Great Western Mfg. Co.

LA PORTE, IND.



Sprockets

PRESSED—FLAT

GREATEST VARIETY OF MODELS

All sizes for Bicycles, Motorcycles and Coaster Brakes.

THE PARISH & BINGHAM CO., Cleveland, O.



The New England Racer Price $55

A WINNER

Fast Strong
Light Snappy

The Only Bicycle in the World Built for Sprint RACING on Small Board Tracks.

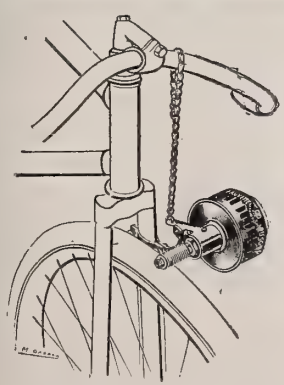
Three Reasons Why

First. It brings the rear wheel four inches closer to the hanger, bringing more weight on the rear wheel, and relieves the strain from the front wheel and forks. This will be appreciated by all track riders, as it is a well established fact that in order to acquire any great amount of speed on tracks with sharp turns, it is essential to have all possible weight of the rider on the rear wheel.

Second. The **New England Racer** uses from 14 to 19 inches less chain than the average racing models. This is a big factor in racing, as a long chain is bound to swerve, and if not kept tight will jump the sprockets or catch on the top of a tooth and break. This is a frequent occurrence on board tracks. On the **New England Racer** the chain can be adjusted as loose as the rider desires without the least danger of jumping the sprockets or breaking.

Third. The rear stays being much shorter, are stronger, and will prevent the sprockets from pulling out of alignment with each other under great strain.





No. 1 Siren

WARNING

efficiently at LONG DISTANCE is assured with one of these SIREN HORNS on your bicycle or motorcycle.

Solidly constructed; operated by friction; ball bearings; nickel finish.

No. 1 Siren Without Lever

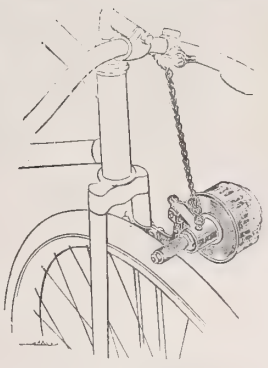
$4

THE MOTOR CAR EQUIPMENT COMPANY

55B Warren Street, New York City

No. 2 Siren With Lever

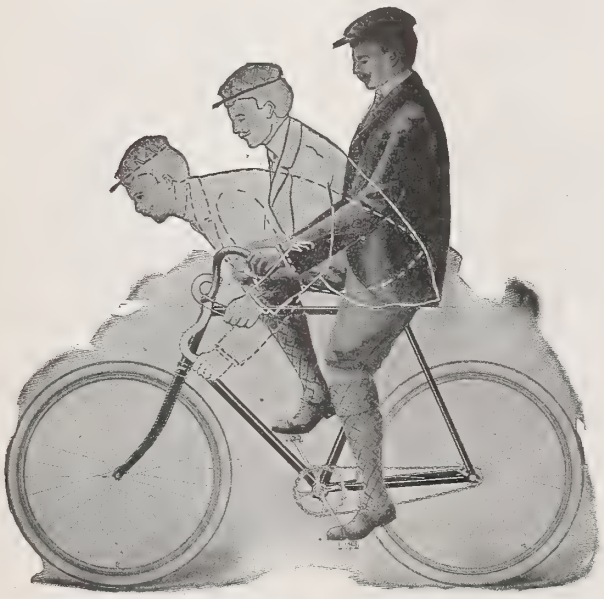
$5



No. 2 Siren

Steering is not the only function of the handle bar!

¶ Cyclists require a proper position of the bar for the hand tension that makes the pedaling most efficient. The position must be different for different conditions, and conditions change according to changes in wind and road.



The KELLY Adjustable Handle Bar

provides that final touch to the best bicycles that makes them yield the maximum satisfaction and comfort to the rider. Man, woman or child will find the Kelly adjustable handle bar an aid to pleasant cycling.

¶ Cycle manufacturers and purchasers of bicycles in large quantities find the Kelly handle bar well worth including in their specifications.

Kelly Handle Bar Co.
CLEVELAND, OHIO



Two Thirds of the Bicycle and Motorcycle Chains in America



bear the DIAMOND trademark simply because it is an infallible guarantee of perfect materials, perfect design, perfect workmanship and perfect service.

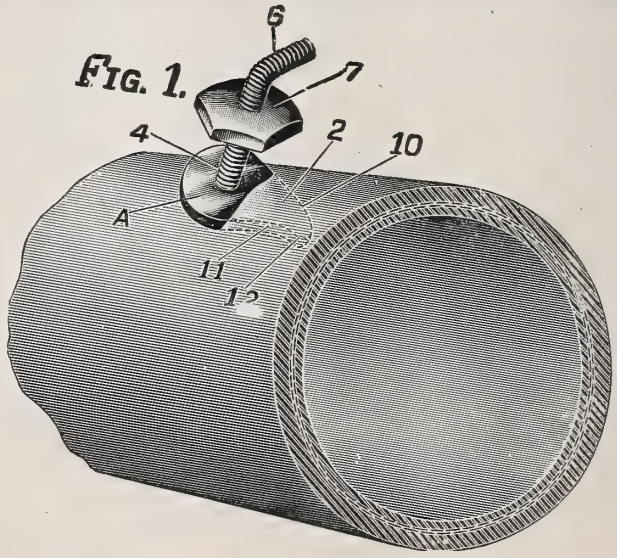
And our capacity of 8,000,000 feet of chain per year still remains taxed to the utmost simply because those who know appreciate the excellence of our product.

TRADE ◇ MARK

For sale by all dealers and jobbers.

Diamond Chain & Mfg. Co.
Capacity 8,000,000 ft. per year.
141 West Georgia Street, Indianapolis, Ind.

FIG. 1.



The Harris Brass Plug

NEW, SIMPLE AND EFFECTIVE

Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or plyer.

ELECTROTYPES FURNISHED FOR CATALOGS.

Buy Through Your Jobber.

D. P. Harris Hardware Co., 48 Warren St., New York



"Safety Tread"

Continental-Erie Motorcycle Tires

HAVE WON

Recognition from Riders, Dealers, Jobbers and Manufacturers

¶ The popular demand for these tires is due to their superior construction, which insures the maximum amount of service.

¶ Furnished in two treads—"Safety" and "Anti-Slip."

"Ask Your Jobber; He Knows"

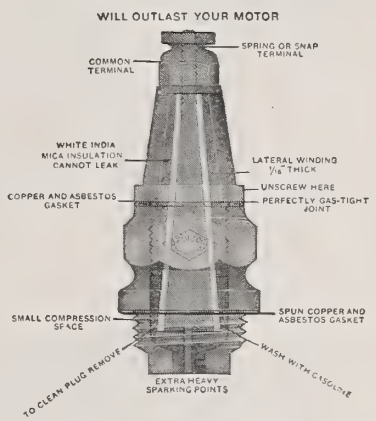
CONTINENTAL RUBBER WORKS, Erie, Pa.

New York Branch—43 Murray Street

Touring Season Is Here Again

Start right by fitting your mount with

SPLITDORF MOTORCYCLE PLUGS



You will thereby be sure of more pleasure and less vexation.

Being made especially for the motorcycle, they will give you better ignition right through the season than any other. For eight years they have been used by the leading motorcycle makers, and are always found among the winners in the big races and contests.

We have positive record of these Plugs which have been in constant use for seven years, and will give proof of same to any one interested.

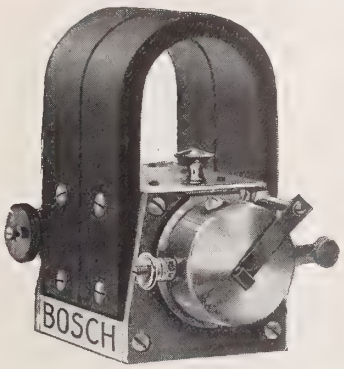
Insist on SPLITDORF Plugs and have Perfect Ignition.

Chicago: 319 Michigan Ave.
San Francisco: 520 Van Ness Ave.
Detroit: 868 Woodward Ave.
Boston: Motor Mart.
Los Angeles: 1226 S. Olive St.

Branch
1679 Broadway

C. F. SPLITDORF

Walton Ave. and 138th St., NEW YORK



70,000
MILES ON A
BOSCH
EQUIPPED N. S. U.

The Rev. E. W. Haswell writes:

"I have done upwards of 70,000 miles without a single stoppage through ignition trouble, nor has any replacement been required in the magneto save a trifling repair in the brass cover."

Naturally you desire the most durable, reliable and economical ignition—then insist that yours be Bosch-Equipped.

Send for "The Bosch News," March issue.

BOSCH MAGNETO COMPANY
223-225 West 46th St., New York
DETROIT CHICAGO SAN FRANCISCO



Keep your head on your shoulders —don't shake it off riding a rigid frame motorcycle.

THE FLYING MERKEL

makes smooth riding under all conditions, because it is the only motorcycle with a Spring Frame and Spring Fork. Judged by its racing records, none of them can touch "The Flying Merkel" for speed, either.

Send for catalog "D"

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MEMBERS OF M.M.A.

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Distributors for Northern California, Geo. A. Faulkner, Oakland
For Southern California, Automotor Equip. Co., Los Angeles

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Motorcycles and Quick Delivery Tri-Cars.

A. H. PATTERSON
1080-82 Bedford Avenue



Our store is located on one of the main boulevards to Coney Island. We sell everything made for the motorcycle, and have the largest retail stock of parts and accessories in Greater New York. We repair all makes of motorcycle at our electric repair shop.

Another Representative of Quality.

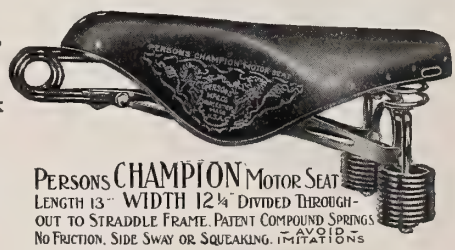


Why Bother With Imitations?

THE BEST

and most comfortable bicycle saddle in the world. Built along lines of a motor seat.

"The Hit" at New York and Chicago Shows.



Compare this Saddle With Any Other Make. That's Fair.

MOTORCYCLISTS—JUST THIS!

Insist on being shown our 1911 Model Champion in comparison with any other Saddle before specifying equipment on your machines. We are satisfied to rest on your decision. QUALITY WINS.

THE PERSONS MFG CO., Worcester, Mass.

Tucker Rims
HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO

IF IT'S A
"SEARCH-LIGHT"
(Burns Gas)



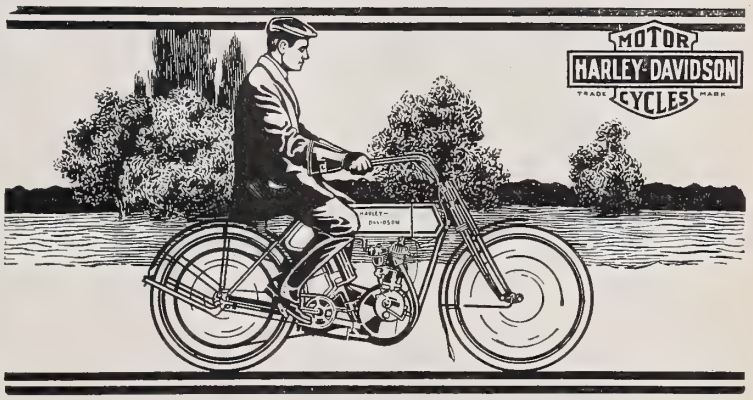
it's the best bicycle lamp obtainable. The Bridgeport Brass Company have been building "Search-Light" bicycle lamps since the inception of the bicycle industry. If it were possible to build a better lamp—a better lamp would have been on the market years ago.

Get the "Search-Light" for your wheel—powerful, penetrating rays. Easy to operate—no trouble or care. Makes its own gas.

DEALERS!

Are you fully stocked? If not, write for our interesting proposition.

BRIDGEPORT BRASS COMPANY
116 Crescent Avenue BRIDGEPORT, CONN.



¶ The more a man knows about motorcycles the surer his selection is a

HARLEY-DAVIDSON

¶ By the same token the less a man knows about motorcycles the more certain his satisfaction in the purchase of a

HARLEY-DAVIDSON

that appeals to the expert, satisfies the novice.

HARLEY-DAVIDSON MOTOR CO.
154 L Street Member M. M. A. Milwaukee, Wis.



"OLD SOL"

The retail and jobbing trade say "OLD SOL" has made an instant HIT.

HAWTHORNE MFG. CO., Inc.
20 Spruce Street
BRIDGEPORT, CONNECTICUT

N.S.U. SPRING FRAME TWO SPEEDS

REMEMBER this motorcycle when in doubt—'Frisco to New York in 28 riding days and the world's economy record are a few of its doings.

Send a postal for catalogue.

N. S. U. MOTOR COMPANY
206 West 76th St. Dept. B New York City

WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

FOR SALE— R. S. twin motorcycle in excellent condition and nearly new for $135; B and C two-speed, nearly new, $15; $100 side car, run five miles, $48; new tandem attachment, $8. GLEN D. SMITH, St. Joseph, Mo., care Brown Transfer.

WANTED—Experienced cycle and supply road salesmen to present our active brands to dealers direct in open territory. State age, reference and salary expected, F. F. RICK & CO., P. O. Box 326, Buffalo, N. Y.

FOR SALE—One tandem attachment. Address WM. G. LAUTERBACH, Mendota, Ill.

FOR SALE—100 second-hand bicycle frames, forks, chains, pedals, bars and hangers. Complete sets at $1 each in lots of six. Snap for bicycle dealers and repairers. DENINGER, 337 North St., Rochester, N. Y.

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MOTORCYCLES—Enormous variety of American and imported makes—Indians, Marsh's, $25. Hundreds of other bargains. Shipped freight prepaid. Write now; large illustrated bulletin free. MOTORCYCLE EXCHANGE, Dept. C, 217 West 125th St., New York City.

SECOND-HAND MOTORCYCLES—75 of them, $25 up; three tri-cars—$125, $300 and $350 respectively. Expert repairing, experimental work, aeroplane supplies. THE MODEL MOTORCYCLE GARAGE, 318-320 West 48th St., New York.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; also sundries. TIGER CYCLE WORKS CO., 782 Eighth avenue, New York.

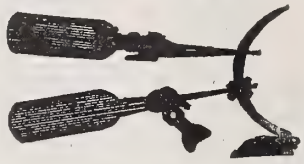
The MOTT WHEEL WORKS
Utica, N. Y.
BICYCLE AND MOTORCYCLE
Rims and Mud Guards
R. B. ABBOTT SALES CO., Sales Agents
Majestic Building, Detroit

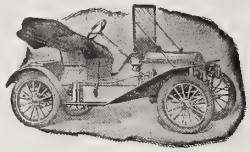
ESTABLISHED 1844.
SCHRADER
UNIVERSAL VALVES
TRADE MARK REGISTERED APRIL 30, 1895.
The Standard American Valves for Automobile, Bicycle & Vehicle tires
Manufactured by
A. SCHRADER'S SON, INC.
28-32 Rose St. New York, U.S.A.

Do You Use Steel Balls?
Our product excells in material, accuracy and finish.
Prompt Delivery on All Standard Sizes.
STANDARD ROLLER BEARING CO.
PHILADELPHIA

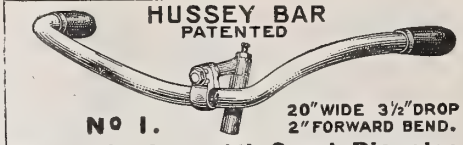
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FROM
SHEET METAL
THE CROSBY CO., Buffalo, N. Y.

SEND for list of bargains previous to our removal. We have a number of attractive offerings. Write today.
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Buffalo, N. Y.

WALD REPAIR TOOL

Best tool for repairing single tube tires. Sold by all Jobbers and Dealers.
Wald Manufacturing Co., Sheboygan, Wis.


Metz Runabout
completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires
$485
We want live, progressive dealers everywhere.
METZ COMPANY, Waltham, Mass.


American Motorcycles
Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
AMERICAN MOTORCYCLE CO.
Wells & Seigel Sts., Chicago



Furnished on All Good Bicycles.
They Help You Sell.
Specify Them
CONSOLIDATED MANUFACTURING COMPANY
1709 Fernwood Ave. Toledo, Ohio
F. C. CORNISH, 219 Clinton Ave., Newark, N. J., Eastern Representative


DOW'S
BICYCLE LUGGAGE
CARRIER
Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.
DOW WIRE AND IRON WORKS, Louisville, Ky.


NATHAN'S
Our 1911 Illustrated Catalog contains descriptions and prices of all styles of LEGGINS and many new specialties that add to the style and comfort of motorcyclists. FREE ON REQUEST. Special quotations to jobbers and dealers.
NATHAN NOVELTY MFG. CO.,
86B Reade St. New York


LITTLE DAISY REPAIR TOOL
Quickest method known for repairing punctures. Write for prices and full description.
Franklin Cycle & Supply Co., Columbus, Ohio

MICHIGAN ROCK MAPLE RIMS —None Better
Made by LOUIS RASTETTER & SONS, Fort Wayne, Ind.

TO THE LIVE MAN interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

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wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



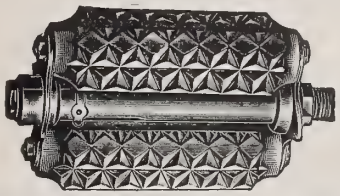
NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

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Motorcycle Chain Adjusters, Pedal Rubbers, Stee Mud Guards, Braces, Lacing, Bolts Nuts, Washers.
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Model "A" Merkel-Light at $150
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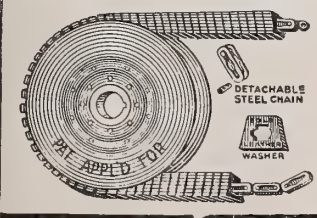
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That's the verdict of the users of 80 per cent of the high-grade American bicycles.

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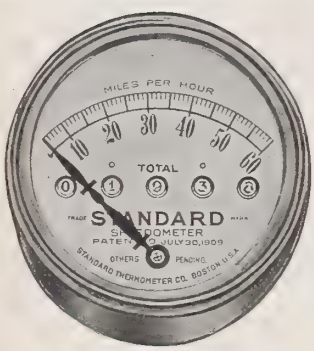
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Price, $18.00.

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"THE INSTRUMENT OF PERMANENT ACCURACY"

The only Motorcycle Speedometer that has made good. Front and rear drive attachments for every make of motorcycle. Option of 60 or 80 mile dials without extra charge. Agents, place your season's order NOW and take advantage of the Quantity Price. Three styles to choose from.

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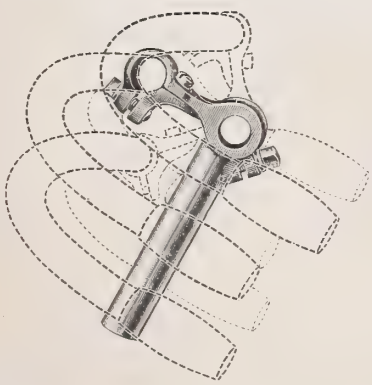
STANDARD THERMOMETER CO., 65 Shirley Street, Boston, Mass.

BEST DROP-FORGINGS
for motorcycles always
Wear this Trade Mark

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Let us have a look at your specifications, let us know your needs. We can give you interesting figures at this time.

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ECHO ALL-WAYS EXTENSION HANDLE BARS. Fit any stem.

Keep the Cash Register Jingling
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FORSYTH SPECIALTIES

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Well made, durable and sold at attractive prices.

Here is a quartet of

KOKOMO Bicycle Tires

that fully meet the spring situation.



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



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A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.



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A tire that prevents skidding and is safe and reliable on wet, slippery roads and city streets. Of high quality and careful construction. Furnished in road weight or in thick tread.



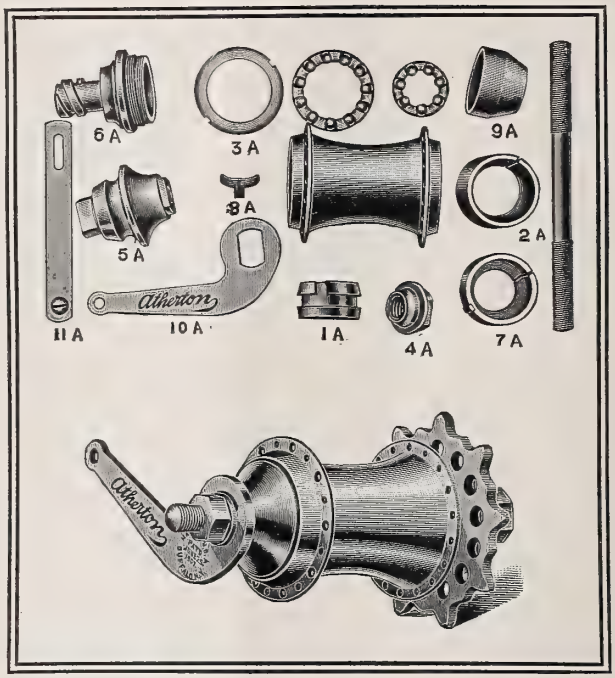
Kokomo Guaranteed Red Thorn

Made of red rubber, is extra heavy and is built especially for long service.

Are you profiting by what we offer you in Kokomo Tires?

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Genuine Satisfaction and a Desire to Live Longer

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Licensed Coaster Brake Manufacturers

Saving Tire Money for Riders Increases Dealers' Business





The Goodyear Pathfinder Single Tube Tire is the biggest-value bicycle tire that *can* be offered to riders.

For it is made of the finest grade of new Para rubber; it gives greater mileage than any other bicycle tire—hence the tire cost per mile is *cheapest* with the Goodyear Pathfinder—it costs far less than any other in the end.

The **Goodyear Pathfinder,** because of its tube of new Para rubber, can be repaired quickly either by plugs or vulcanization.

Thus the rider whose bicycle is Goodyear-equipped saves money on tires and dispenses with repair difficulties—he gets tremendous satisfaction from his tires.

That means a repeat order for the dealer who sold him **Goodyear Pathfinder Bicycle Tires.** The pleased rider is a constant, steady advertisement—a business producer—for that dealer.

That's why dealers in **Goodyear Pathfinder Single Tube Bicycle Tires** are doing a big business on this product alone—are making big money by selling them.

Our **Pathfinder Non-Skid Extra Heavy Bicycle Tire** means additional business for dealers. Its block tread forms a vacuum upon contact with slippery streets and *prevents skidding and side-slipping.*

Please note from the illustration how the construction of these two business-producing tires give durability greater than any other tire.

In addition to the finest new Para rubber, the special closely-woven Egyptian fabric is superior to that of ordinary tires. A strip of this fabric one inch wide has a tensile strength of 150 pounds, while that of the ordinary muslin used in commonplace tires is but 40 to 60 pounds.

The rim side of the **Pathfinder Non-Skid Tire** is pebbled so as to give the rim-cement a tight grip—this abolishes the possibility of "creeping."

The reinforcing strip is made of toughened rubber that preserves the resiliency and gives additional resistance to wear.

These facts are of vast importance to the rider—hence taking advantage of them in your business means a decided increase in sales.

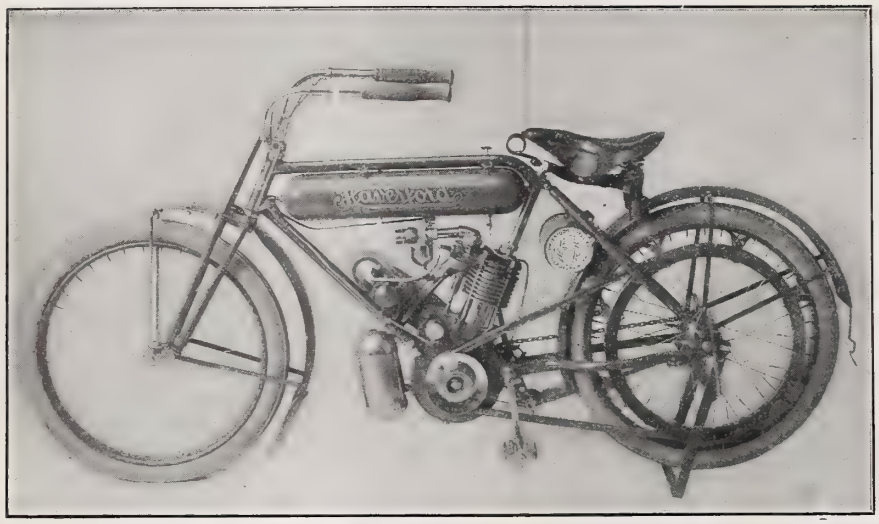
That is our message to dealers—it means something to *you.* Write us today.

GOODYEAR

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Branches and Agencies in All the Principal Cities

The Haverford



Haverford Cycle Company

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427 10th ST., N. W., WASHINGTON, D. C. 763 MAIN ST., BUFFALO, N. Y.
945 BROAD ST., NEWARK, N. J. 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

Sets a New Standard of Motorcycle Value

¶ You don't have to take our word for it either. Here is tangible proof:

$185

Includes:
Bosch Magneto
Schebler Carbureter
4 Horsepower Engine

$150
with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

¶ Do you want to be a live agent or the satisfied owner?

¶ Catalogue or agents selling proposition on request.

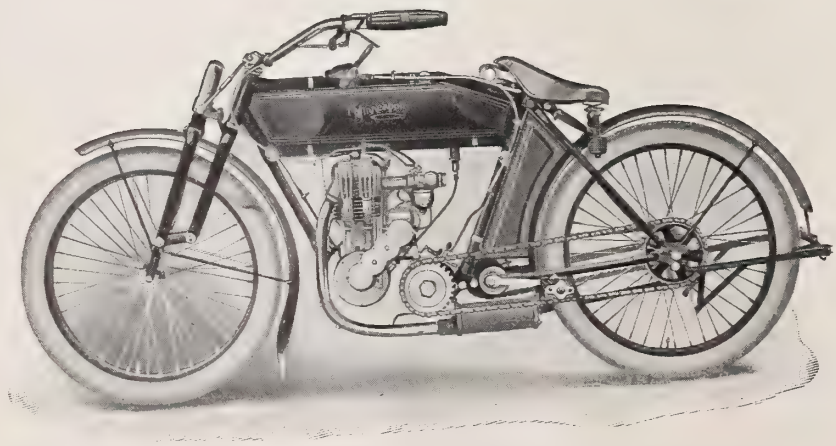
1911 Models Now Ready

There Will Be But One WINNER for 1911

The Minneapolis BIG FIVE

Model "N"

WITH UNIT POWER PLANT



In this advanced model may be had everything that can be desired in a motorcycle and a whole lot more than most riders can appreciate without trying the machine. Great power without vibration—clutch which runs in oil and needs no adjusting, TWO-SPEED GEAR, the most desirable of all, and with clutch control on the handlebar, which is necessary for perfect control of the machine. Low saddle position with a perfect spring fork and an exceedingly attractive and beautiful appearing machine, of which every rider will feel justly proud.

STRONG FEATURES—Free Engine Clutch, enclosed in oil-tight case. Two-Speed Gear, enclosed in oil-tight case. Enclosed Drive Gears. Only one Drive Chain, and large Sprockets. Hess-Bright Ball-Bearings throughout. Early deliveries guaranteed.

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Ours Are Strictly High Grade Quality Goods



The Genuine PEERLESS
MADE ONLY BY
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The Standard By Which All Others Are Judged

Truly Without a Peer for Bicycles

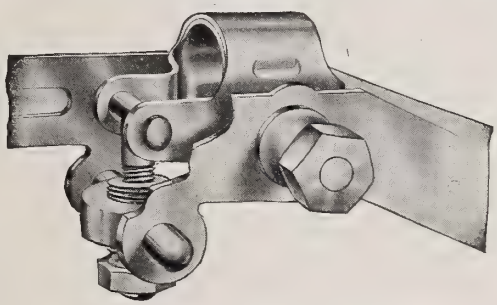
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JUST ANOTHER PERSONS' LEADER

Size of Top 11" x 9". List Price $5.00

Why Use a Cheap, Inferior Imitation?

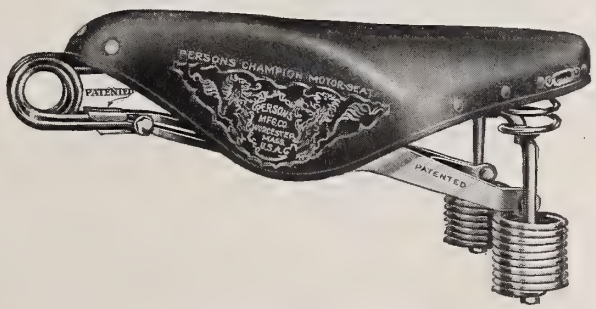
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PERSONS DOUBLE SECURITY TILTING CLAMP

The Peerless Saddle is similar to the Maximus in construction. The upper springs being omitted. All metal parts are nicely nickel plated and Persons superior quality leather top is used. Our tops do not stretch.

We Guarantee Our Saddles



They Make Riding A Pleasure

OUR 1911 CHAMPION FOR MOTORCYCLES

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WORCESTER, MASS.

THE OLDEST SADDLE MANUFACTURERS IN THE U. S. A. ESTABLISHED 1892.

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Diamond MOTORCYCLE CASINGS

are manufactured. Why our exclusive methods produce casings that give you staunch endurance and greatest mileage with unusual resiliency.

We tell you now how Diamond inner tubes are made.

As an inner tube has no foundation of fabric like the casing it cannot be stronger than the crude material from which it is constructed.

Pure Para rubber refined by exclusive Diamond methods is the only rubber good enough for Diamond tubes. It makes them strong and tough and durable.

Diamond tubes are so made that they can be and are inspected both inside and outside. This double inspection insures you against defects. It is our own exclusive method.

As the finishing touch we wrap each Diamond tube in tissue paper and pack it in an individual box. This protects the tube from injury in transit or on the dealer's shelves.

The best motorcycle casings—Diamond—demand the best tubes—Diamond.

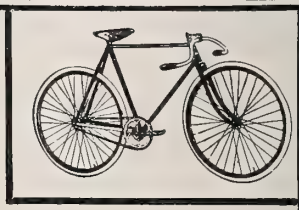
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Also will soon be opened in Oakland, San Diego, Sacramento and Fresno, Cal.; Spokane, Wash.



How to Satisfy Your Customers and Make Money

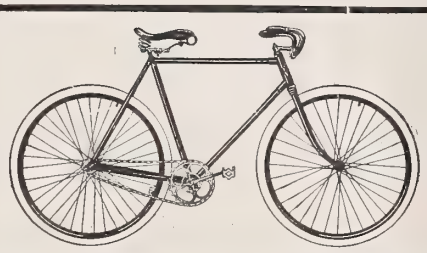


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

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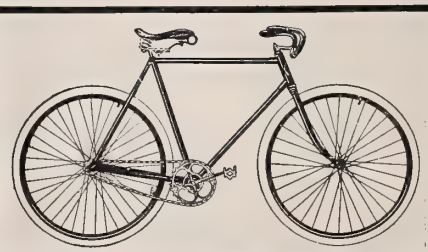


The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH, Eastern Representative,
219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass.,
New England Distributors.

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



The Motorcycle Business is no longer a Game—it's an Industry

There may have been a time when the motorcycle business was looked upon by many as a game. Maybe it was a game then, but if such is the case one thing is certain, that is that Harley-Davidson dealers played with marked cards—they couldn't lose.

Motorcycles are here to stay. The demand is increasing daily and we are doing our part by forcing that demand by our national advertising. Municipalities, telephone and telegraph companies, gas, water and electric light companies, in fact large corporations of all kinds are buying motorcycles in quantities. Doctors, solicitors, collectors, farmers, R. F. D. Carriers, and men in almost every walk of life have found that the motorcycle greatly increases their efficiency and their earning power.

Harley-Davidson dealers are getting a big share of this business. They are selling a machine that has proved to be a success for commercial work. The fortunate ones who, a few years ago, took up the Harley-Davidson agency are reaping their rewards.

We are proud of the record made by Harley-Davidson dealers. Not one has ever gone out of business and not one has ever voluntarily given up the Harley-Davidson agency. There is just one reason for this: the Harley-Davidson agency is a big money maker.

We want a few more live dealers in towns where we have not yet made satisfactory arrangements. We have something more to offer than a mere "agency"—a business with a permanent future.

Harley-Davidson Motor Company

158 L Street **Milwaukee, Wis.**



The Best and Cheapest Light for Motorcycles

You probably know that the Prest-O-Lite Gas Tank is the standard equipment for automobiles. Why? Simply because it has proven more dependable, more efficient, and more economical than any other lighting system.

It has precisely the same claims on the motorcyclist! Its first cost ($10) is not alarming, when you remember that the genuine Prest-O-Lite tank is in universal use and demand, and is always saleable for about what you put into it.

PREST-O-LITE Gas Tank

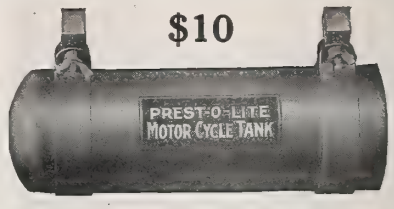
Floods the road far ahead with strong, steady light, turned on and off like a gas jet. Each tank gives over 40 hours of light (using a ¼ ft. burner), at a cost of less than a penny an hour. This clean, convenient Prest-O-Lite service costs no more—usually costs less—than the carbide a generator consumes.

Prest-O-Lite is the best and cheapest **accident insurance** you can carry. Feeble, uncertain lamps expose the rider to constant risk. One accident due to poor light would cost more than a whole year's supply of Prest-O-Lite.

The genuine Prest-O-Lite is the **only** tank that possesses a permanent cash value, and the **only** tank that, when empty, can be promptly exchanged, **anywhere and always.** Don't let anyone give you a counterfeit—you may not be able to "pass" it.

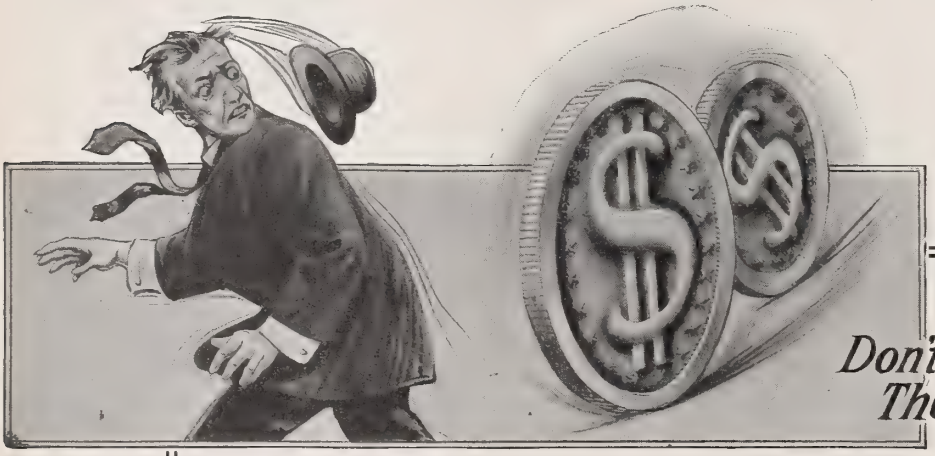
Write For Our FREE BOOK
showing how to attach Prest-O-Lite to any make of motorcycle. Dimensions: Length, 12 inches; diameter, 4 inches; weight, 7 pounds.

$10



The Prest-O-Lite Co. 245 East South St. Indianapolis, Ind.

Branches at Atlanta, Baltimore, Boston, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.
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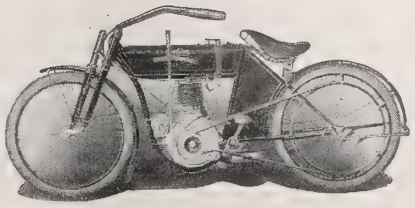
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We have one for every dealer or rider in America and if you have not received one we want you to write for yours to-day. Do it now—don't dodge the money. Our customers find it a pleasure to buy of us. We make shipment the same day the order is received. We sell only useful GUARANTEED supplies at lowest prices. You can return any part you buy of us if it is not in every way absolutely satisfactory and we will give you back your money. We hold your money on deposit until you are satisfied. Write to-day for Catalog B.

ORGANIZED 1904 INCORPORATED 1910

MOTORCYCLE EQUIPMENT CO.

LARGEST MOTORCYCLE SUPPLY HOUSE IN AMERICA
HAMMONDSPORT, NEW YORK.



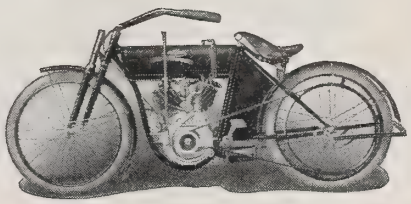
The Emblem itself is right for the rider, and the Emblem policy is right for the dealer. Are you right for the Emblem? Why not write?

EMBLEM MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

EMBLEM



Pennsylvania BICYCLE TIRES

For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

FISK

CLINCHER BICYCLE TIRE



Sectional View

A worthy addition to the most complete line of Bicycle Tires on the market.

INDIVIDUALLY, each type of Fisk Bicycle Tire that has been placed on the market has always met with instant approval and established a higher standard in its field.

COLLECTIVELY, the Fisk line offers wheelmen a wider choice of types to meet particular demands and at the best prices, quality considered.

THE new Fisk Clincher has a very effective corrugated tread and with each casing is supplied our Para Gum Bicycle Tube.

IT has been selected by the leading makers of high grade wheels, and flattering letters from wheelmen are evidence of popular approval.

WRITE for illustrated literature.

D E A L E R S

should prepare for brisk trade in Fisk Tires this season.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Twenty-nine Direct Factory Branches



B104P—
BROOKS Motor Cycle Saddle—specially constructed to give a low riding position.

When

you sell a Motor Cycle there are many things will help you—none more than the

BROOKS SADDLE

for this, of all similar fitments, is the one saddle that will most strongly appeal to the buyer, and enhance his confidence in the machine which you are offering.

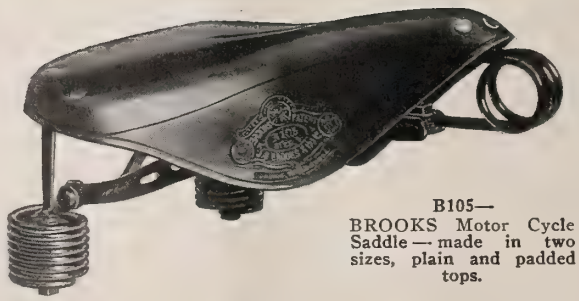
Why? Because the name of BROOKS is known throughout the world, and the saddle that bears it unapproached for its comfort-giving qualities.

Remember that this is the original and only genuine compound-spring Saddle—the only saddle embodying in its construction the springs that entirely absorb vibration within themselves and, by their compensating action, totally eradicate all tendency to bounce—the only saddle that will yield real comfort and true luxury awheel.

J. B. BROOKS & CO., Ltd.

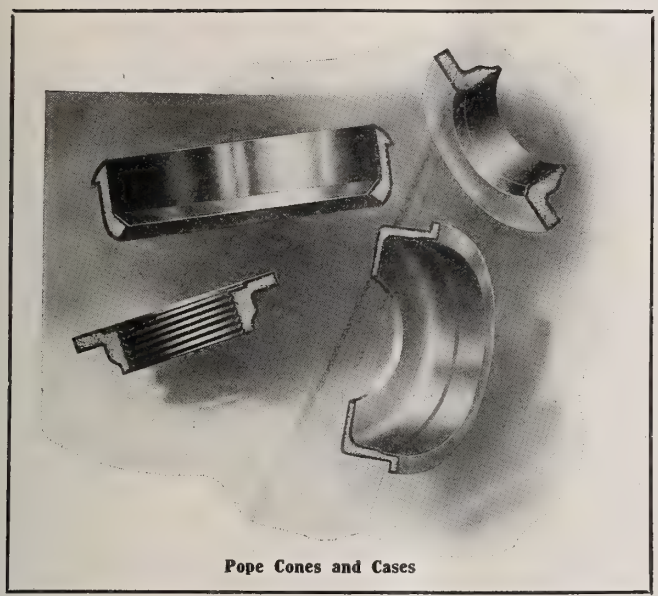
73 Criterion Works

BIRMINGHAM, ENGLAND



B105—
BROOKS Motor Cycle Saddle — made in two sizes, plain and padded tops.

A Demonstration of Pope Quality



Pope Cones and Cases

HOW MATERIALS ARE TESTED

POPE QUALITY as applied to Pope Bicycles in the finished state is determined at the outset by the scientific methods of selecting and testing raw materials and by the various processes of treating these materials in order to adapt them perfectly to their particular uses.

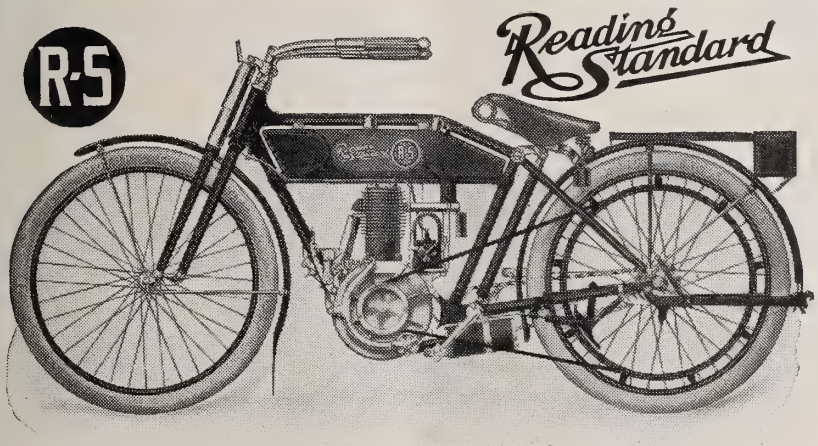
The steel used in Pope Bicycles is selected only after scientific tests have shown that it contains the exact properties needed.

Various tests have proven that tool steel highly tempered throughout, such as is used in the bearings of most machines, is too brittle, but the Harveyized steel cups and cones such as are used on all Pope Nameplate Bicycles have been found to possess just the proper qualities. Pope cones and cases are cut from solid bars of steel and by our special process the bearing surfaces are case hardened, while the inner core retains its flexibility. This produces the toughness and perfect bearing surface which is necessary for a finely adjusted bicycle.

Are You in a position to demonstrate these and other points of Pope Superiority?

IF NOT WRITE TODAY FOR PARTICULARS AND TERMS.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.



A Few Words on Brakes

particularly those in

The 1911 READING STANDARD

The inadequacy of the self-contained hub brake has been too often proven, but still the Reading Standard is the only American made motorcycle to fully provide against this weakness.

In addition to the best hub brakes obtainable, the 1911 R-S is equipped with a powerful, foot-operated brake working on the belt rim.

This brake, with 5½ square inches of effective surface acting near the wheel rim, is at once the most powerful and flexible brake ever put on a motorcycle. This is but one of 35 distinct and exclusive features that make

THE READING STANDARD

the finest motorcycle in the world. Our catalog tells about the others. Write for it today.

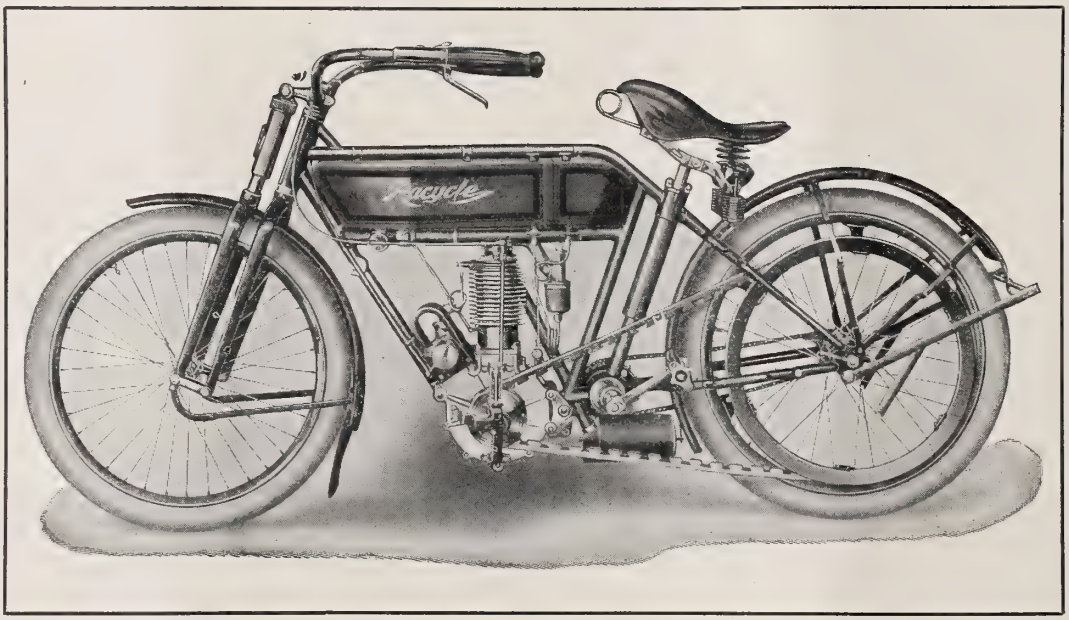
READING STANDARD COMPANY, 310 Water St., Reading, Pa.

Quality Means Economy—"Racycle" Means Both

Riders will tell you that the 1911 4 Horse Racycle with Free Engine Clutch will take the hills "like a scared rabbit."

Flat
or
V Belt

Battery
or
Magneto



Free Engine
or
Idler

Spring
Seat
Post

It takes just a twist of the wrist to operate the clutch.

The Musselman Air-Cooled Motor Brake

gives you that feeling of safety and security that is so absolutely necessary to perfect enjoyment and comfort in riding. Walter Bryson, after his trip from Los Angeles to San Francisco and return over the mountains, says: "On the very steepest grades, the armless, air-cooled Musselman Coaster Brake proved entirely efficient."

It's as Powerful and as Certain as an Air Brake

WRITE FOR 1911 FREE CATALOG

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers

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THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, April 8, 1911. No. 3

WALKER BUYS CROUCH BUSINESS

Motorcycle Will Continue Crouch Name but Will be Changed Mechanically—Twin Model Coming.

Through the purchase this week by the Walker Motor Co., Danvers, Mass., of the Crouch Motor Co., of Stoneham, Mass., the first named place attains the dignity and prestige of a motorcycle manufacturing industry at the expense of its neighbor. Both are suburbs of Boston. While the Crouch will continue to be manufactured under that name, after the present stock is disposed of two new models, a 4 horsepower belt drive single, and a 7 horsepower twin will be marketed. W. J. Walker, who conducts a bicycle and motorcycle business in Danvers under the style of W. J. Walker & Co., is the "power plant" of the Walker Motor Co.

Made in one model, a 3 horsepower single with belt drive, and several features all its own, the Crouch attained somewhat of a local reputation during its prime, but never achieved a wide acquaintance outside its own bailiwick. For the past few years its manufacture was conducted on only a small scale.

New Departure Opens Detroit Office.

The New Departure Mfg. Co., of Bristol, Conn., is to open a western branch selling office in Detroit, Mich., on the 15th inst. It will be located at 1016-1017 Ford building. The company will maintain an engineering and sales force at the branch, who will be immediately available to customers in Detroit and the West. Secretary Page, of the New Departure company, invites members of the trade to make their headquarters at the branch office when in Detroit. Stenographic, telegraphic, telephonic and other conveniences will be provided especially for guests.

Hertzel Enlarges His Business.

Edward E. Hertzel, of Warren, Pa., who handles bicycles and bicycle supplies at 229 Pennsylvania avenue West, has purchased the Oil Field Supply hardware store in the same city and will combine the business of the two stores at 244 Pennsylvania avenue West. He will maintain a well equipped bicycle repair shop in addition to the bicycle sales department.

Pacific Coast Office for Miami.

A Western sales office in Oakland, Cal., has been opened by the Miami Cycle and Mfg. Co., of Middletown, O., for the sale of Racycles and Miami bicycles, Racycle motorcycles and Musselman coaster brakes. The branch is located at 152 Ridgeway avenue.

Will Make Bicycle Accessories.

Carbureters and bicycle accessories are to be the products of the Preston Carburettor Co., a new concern in Chicago, Ill., which has incorporated under Illinois laws with $50,000 capital stock. The incorporators are Charles F. Preston, David B. Graham and E. F. Patterson.

Ideal Takes Merkel for St. Paul.

The Ideal Auto Co., of St. Paul, Minn., has taken the St. Paul agency for the Merkel motorcycle. The company is located at 518 St. Peter street.

Swartz Has Three Marvel Counties.

E. H. Swartz, of Ellwood City, Pa., is the Marvel motorcycle agent for that district. His territory includes Lawrence, Butler and Beaver counties.

CYCLE MAKERS EXPAND FACTORY

Great Western Takes Steps to Meet Swelling Demand for Machines—Lets Contracts for an Addition.

A flood of business which has almost overwhelmed the capacity of the present plant is responsible for the letting of a contract this week for a four story brick addition to the factory of the Great Western Mfg. Co., LaPorte, Ind., makers of Adlake, American and Crown bicycles and Fauber hangers. The structure, which will be situated at the corner of Washington and Chicago street, will be 50 x 200 dimensions and will cost in the neighborhood of $10,000.

Fireproof mill construction will be used in the new addition. Each of the four floors will be divided into two rooms, and the entire floor space will be taken up by the stock, assembling and shipping departments. A large elevator, 9 x 12, enclosed in a fireproof shaft will provide transportation to all floors. Ground will be broken shortly, and the building is expected to be ready for occupancy in September. Increased shipping facilities also have been provided at the factory by the building of a 450 foot side track which accommodates ten cars.

Is Now American Tire & Rubber.

What was formerly the Factory Auto Supply Co., of Chicago, Ill., is now the American Tire & Rubber Co., and with the change in name the company has increased its capitalization from $10,000 to $25,000. It handles motorcycle and automobile tires exclusively. The concern was organized in February, 1910, by C. W. Stephens.

A THRIVING MOTORCYCLE STORE IN DETROIT, MICH., WITH A DOORWAY NOVELTY.





The views show the exterior and interior, respectively, of the establishment of Wm. E. Wandersee, 129 Gratiot avenue, who is the Michigan agent for Merkel motorcycles. As may be seen in the first illustration, Wandersee has cleverly utilized a blank wall space by his door, for a striking Merkel track racing scene.

Why One Dealer Now Discounts Advice.

"It's all very good to ask advice from your friends now and then, but seize it from me, it is a wise dealer who runs his business according to the dictates of his own mind," remarked a dealer one day this week, while in a reminiscent mood. "I know what I am talking about, too," he went on, "for I had an experience this past winter that has soured me completely on outsiders' advice as far as my business is concerned.

"Around show time I about had decided to take on a certain well known belt machine which is pretty popular hereabouts. I talked things over with the sales manager and practically had the deal closed, but decided to ask some friends who knew the machine what they thought of it before I signed up. One of those I asked was a dealer who had handled it in another state last year and had thrown it up.

"Of course he 'knocked' it. Said that it wouldn't climb hills, and that the concern did not treat dealers right. Then I asked another fellow, not a dealer but a rider, and he also said that the machine was no good on hills. Both admitted that it was a neat looking, quiet, easy riding machine, but they said when it came to any fairly stiff hills that the machine 'wasn't there,' and that it was a case of pedal, and often of get off and walk.

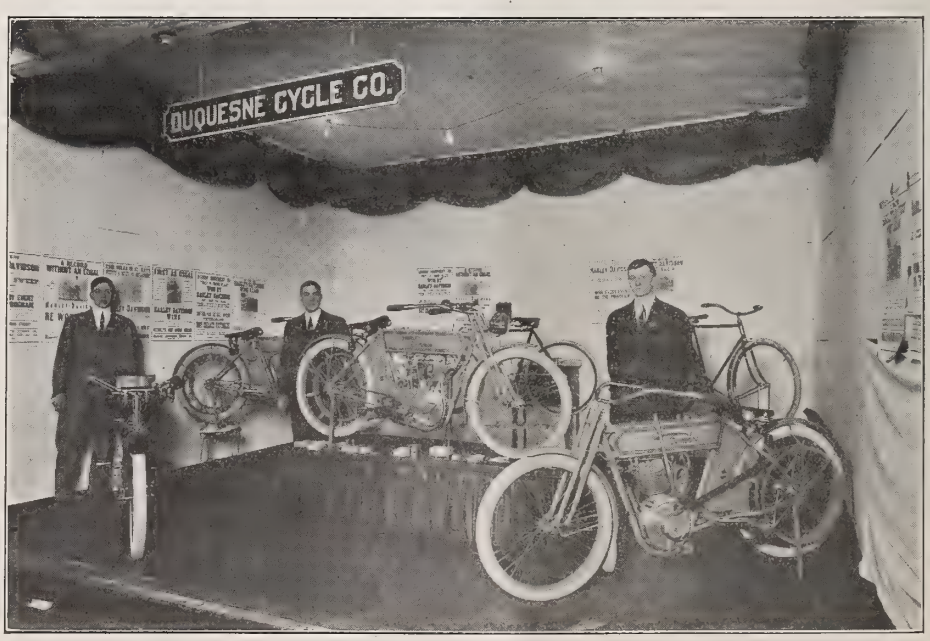
"Despite these unfavorable opinions my conscience told me to close for the machine, but I let myself be guided by what the other fellows said and told the people I was dealing with, next day, that I had decided not to take on their machine. They said, 'All right,' and promptly gave the agency to another fellow in town who was only too glad to get it.

"Well, that firm has brought out a twin now that will climb anything this side of creation, while the single is not so bad on hills as I was told, as I have observed. Here is where I am kicking myself. The fellow who took on the machine is selling them as fast as he can get them and he is putting them out in bunches, too, while poor me, I am selling the machine I am handling but can't get deliveries. No, sir! Never again will I throw down any machine no matter how bad it may be, on the word of somebody else, even if he is my best friend. I'll decide for myself hereafter, when it comes to running my business."

"Flexible Enamel" for All Weathers.

An English enameling expert has compounded what he calls "a flexible enamel" for all weather machines which enjoy some degree of popularity in that country. The preparation, it is claimed, is very elastic and impervious to the weather, and mud and dirt may be washed off it without leaving the usual scratches. It is said to cost no more than the ordinary enamel, and because of its non-chipping and its durable qualities, to be preferable in some respects.

MOTORCYCLES AS STAGED AT THE PITTSBURG SHOW.



The only motorcycle exhibit at the recent automobile show in Pittsburg, Pa., was that of the Duquesne Cycle Co., the Pittsburg agent for the Harley-Davidson. On the first day of the show, three single cylinder magneto model Harley-Davidson machines were sold, although on that day there was not a magneto model at the show. T. C. Donahue, the manager of the Duquesne Cycle Co., is shown as the center of the trio, with I. G. Natcher at the left of the picture and Charles Clements at the right. The display also contained bicycles as well as motorcycles.

BALANCING ROTATING PARTS

Factor that Causes Engines of Same Brand to Differ—Ingenious Machine that Overcomes One Difficulty.

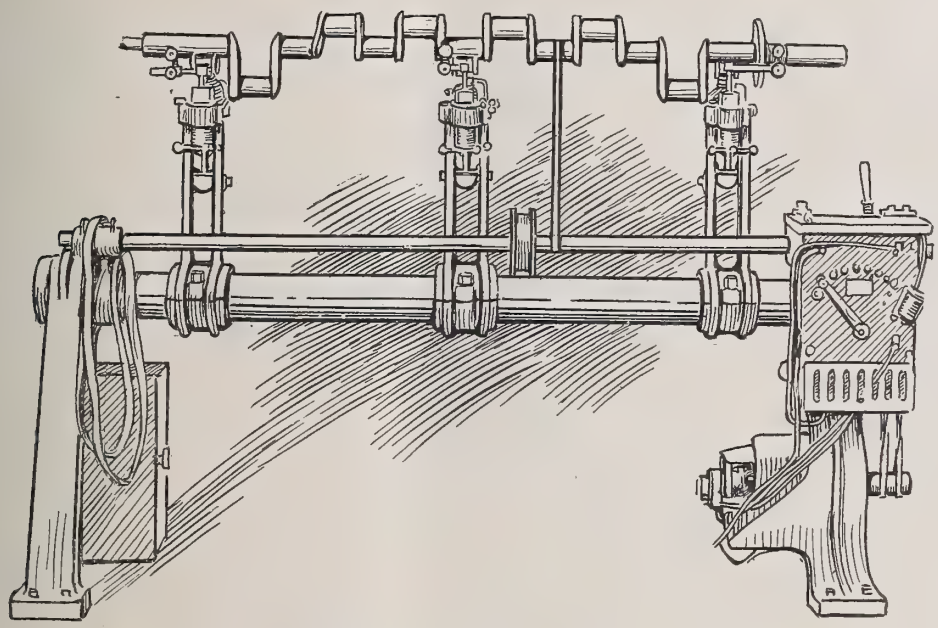
Balancing of the rotating parts of motorcycles long has been recognized by designers and engineers as absolutely essential to the proper running of such high speed mechanism, and while closer attention now is being given to this operation than ever before, it nevertheless is a fact that the art of proper balancing a gasoline motor still is very much of a problem. The proof of this statement is to be had by taking two engines of the same make, supposedly identical in every respect and perfectly balanced when at rest, and running them at a speed slightly in excess of normal, when they will show surprisingly different degrees of vibration.

That the discrepancy is due to slight inequalities in the density of the metal forming crankshafts and flywheels, and particularly the latter, is the gist of an opinion which has for some time been growing in the minds of the foremost designers.

It may readily be understood that a flywheel which is out of balance—even if only slightly so—will have a decidedly bad influence on the operation of the motor. Formerly such inequalities were located by suspending the flywheel and removing a small portion of the metal from that part which came to rest at the lowest point after the wheel had been revolved and allowed to stop. By repeating this operation a number of times a point is reached where the wheel shows no tendency to come to rest at any particular point, but in spite of the fact that it palpably is balanced when at rest or revolving slowly it may be badly out of balance when revolving more rapidly, causing an objectionable vibration.

This is due in part to the inaccuracy of the method, as a result of which only the more serious faults can be discovered, and in part to the mechanical principle that a series of particles which are so arranged about a common center as to be in equilibrium when acted upon by the force of gravity alone, still may be unbalanced when under the influence of centrifugal force.

As the centrifugal force of revolving bodies increases in proportion to the square of the number of revolutions, it may readily be seen that even small heavy spots in the periphery of the flywheel will have comparatively great effects on the running of the engine at the speeds which are common in present day practice. Nothing could show more conclusively the importance of balancing flywheels and other rotating parts while they are revolving, and for this purpose an interesting machine has been perfected by the Norton Grinding Machine Co. which is designed to permit any rotating body to be tested for balance while in motion.



NORTON VIBRATION TESTER AND BALANCE FINDER

In principle the method employed is merely that of rotating the body to be tested at varying rates of speed while it is mounted in bearings which are so contrived as to permit it to vibrate according to its inclination and without restriction. The amount of eccentricity of its motion is determined by fixed pointers which are arranged to inscribe marks upon its surface at points of extreme "throw."

The machine as adapted for the testing of multi-cylinder engine crank shafts, which is shown by the accompanying illustration, is not unlike a large lathe and is provided with rests for crankshafts or flywheels, as the case may be, and a variable speed electric motor, by means of which the object under test is revolved. For the testing of long shafts, three rests are provided, one at each end and one in the center. The shaft rests at these three points on small rollers set in cradles and these in turn are mounted on upright steel rods. The rods are carried in rubber disks which permit them to vibrate to a certain extent and pointers or index fingers are mounted on the rods so as to vibrate with them and magnify the amount of vibration so that it is readily discernible. When the shaft is to be tested it is revolved at that speed where the greatest amount of vibration is indicated by the pointers. Also carried on the rods which carry the supporting rollers there are scribers or markers which are slowly advanced toward the shaft till they mark it. When a mark has been made with the shaft running in one direction, it is run in the opposite direction and marked, the inequality being somewhere between the two marks. Thus having located the inequality it is merely necessary to remove or add a little weight, as the case may be, until the shaft revolves without vibrating. Though the testing of flywheels necessitates slightly different apparatus, the principle is the same and may be applied to any of the other rotating parts.

Protecting the Valuable Accessories.

Now that motorcyclists are beginning to indulge themselves in expensive accessories such as speedometers, electric horns and lens mirror lamps, it seems rather poor policy to leave such devices open to theft by anyone who comes along with a screwdriver or wrench in his clothes and is on the lookout for easy picking of the sort. It safely may be predicted that before long the light fingered gentry who have made a specialty of purloining lamps, robes and other fittings from motor cars will turn their attention to motorcycles when they realize that it is worth while. When an accessory is stolen it may as well be given up for good, for rarely if ever has it any distinguishing marks by which it can be identified among others with certainty. One of the best ways to protect from theft those fittings that are intended to be left on a motorcycle for a long time, is to heat the ends of the attaching bolts, together with the nuts, after the latter have been screwed up, with a blow torch and then sweat the nuts and bolts with solder. This will prevent the nuts being removed without heating them to melt the solder. Another way is to head over the ends of the bolts so that the nuts cannot be backed off. This method entails the filing down of the head of the bolt when it is desired to remove the nuts.

Sleeve Straps of Rubber Bands.

Rubber bands make a good substitute for wrist sleeve straps to draw the sleeve close around the wrist and prevent the cold air from shooting up the sleeve and chilling the arms in riding against the wind or in cold weather.

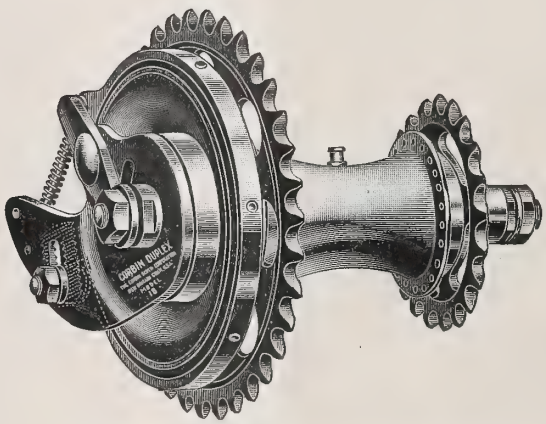
The demand for Corbin brakes is this season more than double what it ever was before. Corbin quality and satisfaction cause that demand.

THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.

CORBIN

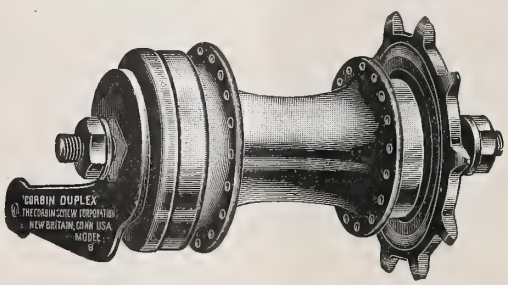
Corbin V-Band Motorcycle Brake

Built on a scale commensurate with the duties of a high speed motorcycle brake.



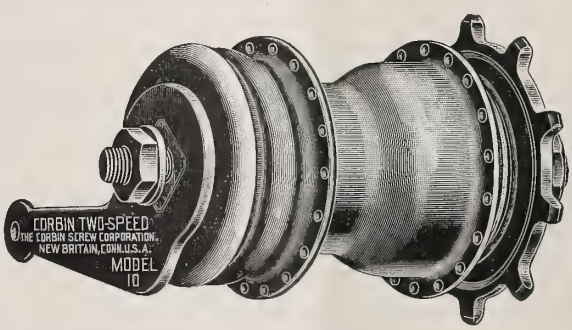
Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two-Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.



Corbin Screw Corporation

NEW BRITAIN, - - - - CONNECTICUT

Licensed Coaster Brake Manufacturers

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Founded 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, APRIL 8, 1911.

Instruction as to "Free Engines."

Dealers selling motorcycles that are equipped with free engine clutches, or who fit these devices to direct drive machines, will find it to their advantage to teach the owners how to operate them properly, and not turn them loose to acquire the knowledge through experience. Numerous instances are observed where green riders are given no advice or lessons with these clutches, and they are racing their engines at terrific speeds and slamming the clutches in full tilt so that when the clutch "bites" the engine stalls or the machine jumps ahead as if shot out of a gun and the rider is snapped like a whip.

Even though a dealer may profit in the beginning, by letting his customers burn up their engines and run up big repair bills, there is likely to be ill-feeling caused when such expenses are incurred, if the dealer can be blamed for failing to teach his riders how to operate a clutch properly. Dissatisfied riders also will not be slow to "run down" clutches, if they find that they are burning up their engines, and this dissatisfaction is sure to have its effect on a number of riders who are using rigid drive machines and who are waiting to see how the free engine clutches turn out before having them fitted.

To have the word noised about that a certain machine is very expensive to maintain, and that repairs are high and frequent, is not to the advantage of the dealer handling a machine so referred to. Abuse of the free-engine clutch is a great booster of repair bills, and in this respect may gladden the heart of a dealer, but when riders begin to reckon the cost, this way of stimulating business is likely to prove a boomerang.

Demonstrations on Sunday Runs.

Progressive dealers are finding fertile fields for developing purchasers of their particular machines by participating in club runs and inducing old riders of other makes to change over and try the machine the dealer is riding on the run. Such demonstrations are quite convincing, because the rider who tries a machine of a different make than his own under such conditions is able to judge just what the machine will do in competition with other makes and the average rider always is seeking just this very information.

A long distance demonstration of this sort has many advantages over the average ride around the block which the veteran receives when he goes to the dealer's store to try out a machine. Not only is he able to inform himself of the speed and hill climbing abilities of the motorcycle under test, a prime essential with a great many riders, but he also is able to learn how the machine rides on rough roads, how the spring suspension acts, how the carbureter and the mechanical oiler work and whether they keep working well under all conditions. He learns more about a machine in general than he would in half a day's riding around the block.

As for the dealer, he is turning to account what otherwise would be time wasted, and he is on the spot with his prospect ready to inform him on any point or help him out of trouble. He also benefits by familiarizing himself with another make, and can, if he chooses, learn in what respect it is superior or inferior to the machine he is handling, all of which is valuable to him in talking to customers who make comparisons with other makes. Where a dealer either is trying to increase his sales of an already well known machine, or is introducing a new make and can spare the time to take in Sunday club runs, he will find it well worth while. Several instances may be cited where sales were due directly to this practice of persuading riders to try a make of machine other than their own on a club run.

Racing and Its Inevitable Perils.

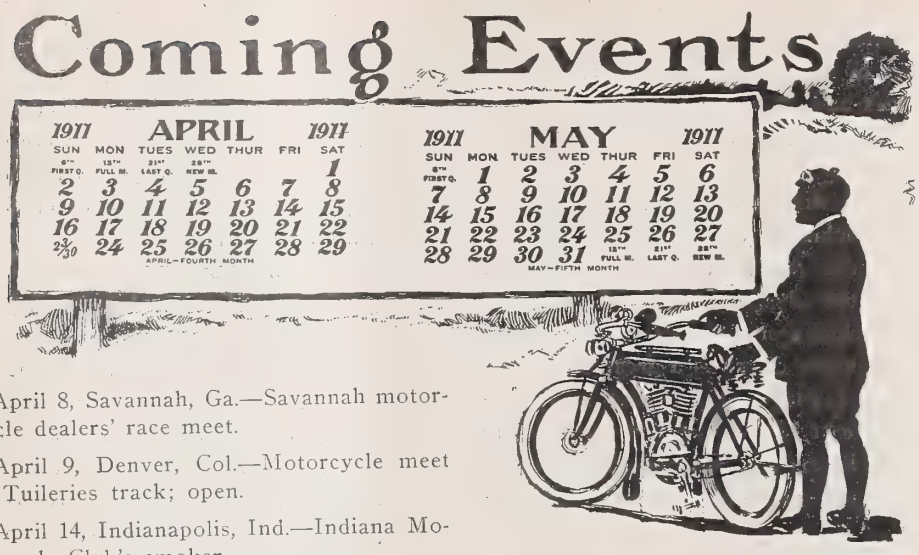
As usual in the case when a contestant is injured in a motorcycle contest, be it on road, track or hill, there always are critics who rise up to remark that the accident will kill further events of the sort in the section where it occurred. It therefore is not surprising that such predictions should have been made concerning road racing, following the accident on the Motor Parkway on Long Island on Sunday.

In this case remarks were overheard to the effect that when such an experienced rider as Goerke is injured, it is time to stop road racing. Such critics seem to forget that accidents are part of the risk that riders take in any form of motorcycle speed competition, and the fact that a well known rider should have been injured is not sufficient reason for the abandonment of road races. Goerke has participated in road races before without injury, and that he should have come to grief on this occasion simply is part of the fortunes of racing.

The same accident might have happened to any rider in the race, and it simply was his misfortune to be the victim. The fact that the many instances where riders have been injured and killed in track racing has not put a damper on this branch of the sport is sufficient proof that road racing will continue to prosper despite accidents. The hue and cry against racing that is raised by unthinking persons whenever a rider is hurt is unwarranted, for all riders are well aware of the fact that if they persist in racing they will "get theirs" sooner or later, and when they are unwilling to risk injury they should quit racing.

"The noise of the motorcycle is evidence of spring," says the Hartford (Conn.) Courant. Either the open muffler fiend is abroad in the Nutmeg capital, or else the Courant bases its observation on the racket made by some old crock as it wheezed along. No longer are all motorcycles noisy, when they are operated properly, as anyone interested may learn by observation of the new machines that are appearing in increasing numbers every day.

Coming Events



April 8, Savannah, Ga.—Savannah motorcycle dealers' race meet.

April 9, Denver, Col.—Motorcycle meet at Tuileries track; open.

April 14, Indianapolis, Ind.—Indiana Motorcycle Club's smoker.

April 15, New York City—Annual reunion dinner of the Century Road Club of America, at Raub's, 8 Nevins street, Brooklyn, N. Y.

April 16, Newark, N. J.—Opening bicycle race meet at the new Newark Velodrome.

April 16, New York City—Century Road Club Association's ten mile handicap road race, Floral Park, L. I.; open. Rain date, April 23.

April 18, Buffalo N. Y.—Motorcycle Manufacturers' Association meeting at Hotel Statler, 10 a. m.

April 19, Boston, Mass.—Boston Motorcycle Club's fourth annual Patriots' Day run to Worcester; open.

April 19, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Providence, Boston and return; 136 miles. First section.

April 21, Redlands, Cal.—Mile high motorcycle climb.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

April 30, New York City—Eastern Division C. R. C. A. spring century; open.

May 7, New York City—Harlem Motorcycle Club's club championship races at Brighton Beach track.

May 7, New York City—Empire City Wheelmen 15 mile handicap bicycle road race, open, starting from Floral Park, L. I.

May 7, Chicago, Ill.—Second annual reliability run of the Chicago Motorcycle Club to Waukegan, Libertyville, Elgin, Aurora and return.

May 7, New York City—New York Motorcycle Club's annual double spring century run to Southampton, L. I., and return.

May 14, Guttenberg, N. J.—Opening motorcycle race meet on Guttenberg track.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 21, Baltimore, Md.—Crescent Bicycle Club's spring 50 mile pleasure run.

May 21-22, Seattle, Wash.—Two day endurance contest of the Seattle Motorcycle Club to Vancouver, B. C., and return.

May 24, Toronto, Canada—Toronto Motorcycle Club's endurance run to London and return, 256 miles; open.

May 28 and 30, Chicago, Ill.—North Shore Motorcycling Club's two day race meet on Hawthorne track.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 28-29-30, Cleveland, O.—Three day endurance run of Cleveland Motorcycle Club

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Chicago, Ill.—North Shore Motorcycling Club's race meet at Hawthorne track; open.

May 30, Bridgeport, Conn.—Bridgeport Motorcycle Club's race meet.

May 30, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

May 30, Norwich, Conn.—Norwich Motorcycle Club's reliability run.

May 30, Springfield, Mass.—Motorcycle race meet of the Springfield Motorcycle Club, at the Springfield Stadium.

May 30, Elmira, N. Y.—Elmira Motorcycle Club's first summer race meet.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

June 4, New York City—Concourse Motorcycle Club's fourth annual run to Savin Rock, Conn., and return; open.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles. Second section.

June 18, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.; rain date, October 1.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

THRILLING FINISH IN PARKWAY RACE

Constant Wins the 17 Mile Speed Battle on Long Island, with Brewer and Horn at His Heels—Goerke Crashes into the Fence, Breaking His Leg—Incidents and Sidelights.

Nailing the one remaining man in front of him 30 yards from home, and creeping past him inch by inch in a final struggle for supremacy that to the end was magnificent in its intensity, John U. Constant, of Brooklyn, riding a 5 horsepower Indian, won the 17 mile road race of the Motorcycle Touring Club of New York, Incorporated, on the Long Island Motor Parkway, on Sunday, 2d inst., in one of the most stirring race finishes ever witnessed in the East. Wilmot Brewer, of New York, who rode a 4 horsepower Indian, finished a length behind Constant, and Arthur Horn, Brooklyn, on a 5 horsepower Indian, was third, ten feet back of Brewer. The winner's net time was 17:06½, which averages approximately 1:00⅗ per mile. A blanket would have covered the first three men, who finished within three seconds of each other. Brewer's net time was 17:54 and Horn went the route in 17:09. As there were but three prizes the times of the other finishers were not taken.

J. Frederick, 6 horsepower Merkel, came in fourth, and Frank Hart, 6 horsepower Excelsior, followed Frederick across the line half a minute later. W. F. Stubner, 3 horsepower N. S. U., took sixth place; Charles Davis, riding a 4½ horsepower Marvel, came in seventh, and Marshall McAnerney, 5 horsepower Indian, was the last to finish. There were 14 starters, but the others either quit or else ran into trouble on the way.

The race was marked by one accident, in which Walter Goerke was the victim, through the failure of another competitor to observe the rules of the road. Goerke crashed into a low fence on the edge of the road while taking a right turn and sustained a triple fracture of the left leg below the knee. He was taken to the Nassau hospital at Mineola and later removed to the Bethany Deaconess hospital in Brooklyn, to be nearer his home. It will be several months before he will be able to walk without crutches, and he will not be able to ride until well toward the end of the season, if then.

In view of the large entry list, over 40 riders having filled out blanks, the large defection of starters was surprising. Although the start was set for 10 a. m., few of the officials or contestants were on hand at that hour, and it was half an hour later before the first man was sent away. A piercing wind, which always is on the job in April on the Hempstead plains, together with the cold which speedily numbed the fingers and toes and ears and noses of all who did not keep moving, made extra clothing particularly desirable. A log fire at the starting point finally was kindled by some who had a liking for creature comforts, and the spot quickly became popular with new arrivals who desired to toast themselves after their cold ride from the city. If some enterprising restaurateur had been on hand with coffee and sandwiches he would have done a land office business, but the commercial opportunity went begging. The handicaps and starting sheets were not made ready until the last minute, and there was general chaos at the start. At the finish, officials were more plentiful and things were a little better managed.

At 10:30 the first batch of riders, consisting of Frank Baker, 2¾ Indian, and E. Olsen, 2¾ Indian, were dispatched. They had the limit handicaps of 9:47. The next to go was W. F. Stubner, 3 N. S. U., who had a leeway of 6:57. There were no



GATHERING AT GREAT NECK LODGE, THE STARTING POINT

Previous to the start there was bustle and activity at Great Neck lodge, where the race started. Motors were tried out, carbureters adjusted, mufflers removed and a last general tuning up was done. There were about 100 machines at the starting point before the race commenced, but several of the non-contestants left for the finish before the race commenced, and at the latter point the largest crowd gathered.

That the race had gained some heralding among the general public was evidenced by the groups of pedestrians and automobile parties which gathered on the numerous bridges that span the parkway. No difficulty was experienced in keeping the course clear, as the non-contestants had been notified to keep off the road while the race was on.

Perhaps the point most open to criticism was the management of the contest. Several of the officials who had been appointed did not show up, and others arrived late. starters in the 3½ horsepower class, and the 4 horsepower division were the next to go. In this brigade there were Wilmot Brewer, 4 Indian; Joseph Buckinham, 4 Harley-Davidson, and Charles Davis, 4 Marvel, all of whom had 2:50 on the scratch men. Forty-seven seconds after this trio left the 5 horsepower class was released, with 2:03 handicap. It consisted of J. U. Constant, Arthur Horn and Marshall McAnerney, all on Indians. The starters in the 6 horsepower class, with 1:18 handicap, were Frank Hart, Excelsior; R. Steiner, Excelsior, and J. Frederick, Merkel. Then came the honor men, Goerke and Mills, on "7" Indians.

Because of the difficult nature of the course with its right and left "S" turns, its blind turns winding under bridges and its blind leaps over other bridges, there seemed to be a feeling among several that "something was going to happen," and some trailed along after the scratch men

left, on that very account, to give aid if necessary.

Owing to his not having fully recovered from a recent accident, some doubt was expressed as to Goerke's fitness for such a hard race. It was said that he had expressed his intention of riding for all that was in the machine, as the odds were against him, and he was cautioned against taking big chances.

Getting away like a streak, Goerke soon shook off Mills who started with him, and passed one or two others who had lagged after leaving. About five miles from the start Goerke came to grief on a right turn surmounting one of the bridges. There were no eye witnesses to the accident, but Arthur Klages who came along next saw the machine lying in the road, and looking around for the rider found Goerke lying at the bottom of the embankment 50 feet away from the parkway. Goerke was conscious and told Klages that he had a broken leg and to go to the nearest telephone and send a call for an ambulance.

Klages wanted to stay with Goerke, but the latter insisted that he go, so he went. In a short time Chairman Thornley came along, and upon learning the state of affairs went to a nearby house and procured a mattress and assistance and carried Goerke there. He also telephoned for an ambulance, but it was quite a while before one arrived. Goerke was conscious all the time but suffering great pain, of course. Dr. Thornley discovered a triple fracture. He fixed up a temporary splint for the injured member before the ambulance arrived and accompanied Goerke to the hospital.

Asked as to how the accident occurred, Goerke said that he overtook another contestant on the turn and that the latter pulled over to the left instead of keeping to the right. In so doing he crowded Goerke into the low fence which borders the roadway, and Goerke's left leg was smashed between the fence and his machine when the latter struck. Goerke then rolled down the embankment and his machine lay in the road until Klages came along. The other rider who was concerned is said to have stated later that some one tried to pass him and hit the fence. He heard a crash and looked back, and saw a machine in the road, but did not think that the accident was serious and kept on. He was considerably worked up when he learned that he had been the cause of Goerke's injury and was roundly berated by other riders for not keeping to the right side of the road. It was thought at first that Goerke's leg would have to be opened to wire the broken bones together, but, fortunately, this was not necessary. The bones were set on Wednesday. Motorcycle clubs and individual riders of New York and Brooklyn are arranging to keep his room supplied with flowers and reading matter during his convalescence.



A HIGH SPEED STRETCH ON THE PARKWAY

Advance "dope" on the race had picked Brewer as a likely winner, as his machine was known to be in prime form, and with some "go-fast" in the tank it had shown wonderful speed and staying powers. Constant was more of a "dark horse," and while he looked good for a place, few expected him to win. Brewer soon got into his stride and began to mow down the field in front in steady fashion. In the meantime Constant was doing the same thing, and by reason of a little extra power was slowly closing the gap of 47 seconds that separated him from Brewer.

With both men displaying good head work on the turns and bridges, Constant had to depend on his extra speed to close the gap. The pair flashed by slower and disabled riders, who in some cases shouted encouragement, but their voices were drowned by the roar of the engines. In the stretch past the grandstand Constant had Brewer in sight but still nearly half a mile away. At this point the race was three-quarters over, but Constant made the most of the good stretches for the next few miles and came up pretty close.

Occasionally Brewer looked back to get a line on the situation and this undoubtedly cost him several seconds in the aggregate. With a little more than a mile to go Constant had come up pretty close, but frequent turns prevented him passing Brewer, as the latter took the turns as fast as Constant. In the last mile Horn, who had been see-sawing with the other two for some time, was passed by both for the last time.

Brewer swung around the turn under the last bridge, about a quarter mile from home, only 5 yards ahead of Constant and Horn followed a second later. As he came into the straight Brewer took another squint back and sat up for an instant. Seeing Constant at his heels he ducked down and then commenced a grand battle royal between them, with Horn trailing close. When Constant pulled abreast of Brewer they fought it out neck and neck for perhaps 50 feet, and the former then began to go by. It was slow gaining, however, and Constant's margin of victory was only a length. The winner received a gold filled watch, a silver watch was the second award, and a gold medal went to the third man.

SOME ECHOES OF THE RACE.

Hillside avenue was lined with motorcyclists fixing tires or engines on the way home from the race. Several boys on bicycles gathered to watch one motorcyclist struggle with a punctured tube. They stacked their machines near the motorcycle and when one of them stepped back suddenly he knocked the machine over on top of the bicycles. They collapsed like a house of cards, and when the casualties were reckoned one bicycle frame was dented, another had a wheel wrecked, and another had a wheel buckled. It was with long faces that the youngsters pulled their machines away with them.

Motorcycle police in plain clothes were busy on Hillside avenue. Two well known riders who were towing two fellow motorcyclists who had broken down were "pinched." The officer said that he had followed them for four miles and that they had touched a 45 mile clip. One of the riders of the "live" machines said to the

arresting officer, protestingly: "Say, did you ever know a Blank machine that could do 45 miles with two men up?"

"That's what they all say," replied the officer as he took their names.

The riders on the disabled machines were not molested, but their Good Samaritan friends paid $5 each in court Monday morning. However, they felt that there was some consolation in the fact that motor car drivers were being assessed $25 and $50 for the same offense.

The lodge keepers on the Parkway did a rushing business in issuing permits to ride on the course at 50 cents per permit, the permits being good for one day only. One rider tried to slip by with an old permit on which he had changed the date, but the lodge keeper was wise.

A few well known motorcyclists sought to make an impression on their fellows by appearing with motor cars instead of their usual mounts. At least one of them had his troubles getting home. He almost rebuilt the car by the road side.

Most of the contestants in the race now are willing to testify that there is considerable difference between a track race and a road race. It requires nerve and skill to take "S" turns, blind turns and bridges where you can't see your way till you get there, at speed.

The more-or-less expected tire car did not materialize, but it was not greatly missed. There was very little tire trouble and none among the finishers, obviously. The first three machines were shod with G & J footwear and sparkled with Bosch ignition.

Frank Seery was the referee. He had no protests to worry about.

"Factory gasoline" was in not a few tanks, including the winners, so it must have "made good."

Despite all the advance worry about equipment, no machines were barred as not being stock.

Great was the surprise when it was learned that the lodges were not connected by telephone. It had been planned to use the line for timing the race.

Brooklyn's new swell club, the Invincibles, point with pride to the fact that Invincible members captured first and third places.

Denver to Have Live Track Racing.

Denver's opening motorcycle race meet, on April 9, at the Tuileries, has attracted a big field of entrants, including Glen Boyd, Earl Armstrong, Johnny Albright, Joe Wolters, Walter Goode and dozens of other old Denver favorites. W. R. Gilpatrick, owner of the Tuileries, intends to make motorcycle racing a big feature at that resort this year, and has left nothing undone to make the third-of-a-mile track one of the best dirt racing courses in the country. L. R. Miller, official referee for the Federation of American Motorcyclists, will be in charge of the events.

POLICE AT CONCOURSE BANQUET

Motorcycle "Cops" Were in the Friendly Role of Guests, However—Many Ladies Were Present.

Recognized since its institution as the banner social event of the year in New York motorcycle circles, the third annual banquet of the Concourse Motorcycle Club, which was held at the Hotel Gerard, 44th street, Wednesday evening, 5th inst., was marked by the largest attendance in its history, 83 members and guests being present despite the inclement weather. This year the representation from other local clubs also was noticeable, members of the New York and both of the touring clubs, as well as the C. R. C. A. and the C. R. C. of A., the two big cycling clubs, indicating a gratifying disposition of the metropolitan clubs to support each other's events in the social way.

It required four long tables to seat all of the guests, among whom were included many ladies, some of the latter being pioneers of their sex in taking up motorcycling. There also were present some of the well known motorcycle police who do duty in the Bronx, the stamping ground of the Concoursers. The blue coats have been a feature of all of the Concourse dinners, and tradition has it that a Concourse member never has been "pinched" for speeding in his home territory. It is said that the Bronx motor cops can spot a Concourse rider a mile away. Both the touring and racing branches of the sport as well as the trade were well represented.

An innovation introduced this year was table ping pong, which was played with toy balloons by the guests between bites. The waiters were kept stepping lively dodging the balloons and keeping plates of soup from colliding with waving arms. Some of the balloons exploded from too high compression, while others were punctured when some of the guests used forks as bats, instead of their hands.

Distributed among the printed promises of viands on the menu card, which ran the gamut of tempting dishes, were poetical satires on prominent members of the club. Following the coffee the oratorical exercises commenced. There was no set program, the toastmaster calling on whomsoever he thought would have something interesting to say. Most of those called on, however, were taken unawares, and while they made a brave effort to qualify their embarrassment was evident.

Not all of the speakers flunked, however. M. E. Toepel came well primed and related his experiences on a shopping tour in a department store in search of some calico which his better half had commissioned him to procure. The name of the color of the goods was turkey red, which was referred to frequently in his narration, leading one person to remark that the speaker was press-agenting a certain brand of cigarette. Toepel also gave a recitation which was well received.

A. G. Chapple told of some of his experiences in the South, and said that Northern roads were boulevards compared with those in the land of cotton. President Wise, of the affiliated touring club, spoke of the benefits of motorcycling and related some of his experiences. He hoped that machines suitable for ladies soon would be built.

Good natured "Jerry" Foley, the grand daddy of the Concourse club, was called on, but in acknowledging the invitation held up a big pitcher of brown "gasoline" nearly empty, and expressed himself as being "too full for utterance." He reminded the toastmaster that he might have been able to respond had he been called on earlier. Fred Horenburger, one of the pioneer riders in New York, pleaded guilty to being a backslider, having taken to motoring on the water.

Police Sergeant McNerny gave the Concoursers a clean bill of conduct this year. At the last banquet he advised them to ride a little slower once in a while. His advice apparently was accepted. Others who told how glad they were to be present and who hoped that they could come again were David Molin, Harry Mapp, Harry Gliesman, Frank Hart and George P. Jenkins.

President Sullivan of the Concourse club thanked the guests for their attendance and hoped that an even larger crowd would be present next year. He reminded his hearers of the Concourse run to Savin Rock, Conn., on June 4, and hoped that there would be a big turnout of riders. A heavy rain drenched those who attended last year's run, while on the way home, but they nevertheless managed to extract considerable fun from the wetting. Between talks there was music by an orchestra, the guests joining in the chorus occasionally. It was 1 a. m. when the merry party broke up after having spent a most enjoyable evening.

Topekans Are to Take a Club Room.

The Topeka Motorcycle Club, of Topeka, Kan., is making arrangements to secure a permanent club room. J. C. Hughes has been appointed captain of the club and Frank Stephens the rear guard. Applications for membership are being received by M. E. Harding, the secretary, 106 East Sixth street.

Riders in Napa, Cal., Organize.

Meeting at the rooms of the Eagle Cycling Club on the 31st ult., motorcyclists of Napa, Cal., organized the Napa Motorcycle Club, with the following officers: Albert Wilson, president; Emil Locarnini, vice-president; George Bernhard, Jr., secretary-treasurer; Otto Fisher, captain. The club held its first run on Sunday, 2d inst.

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UNIFORMLY SUPERIOR TIRES

MATCH SPEED ON FLORIDA BEACH

Jacksonville Riders Burn the Pablo Sands in a Successful Club Race Meet—Fast Times Made.

Breaking even with two victories each to their credit, Felton Rawlings and Emanuel Wiesenfield, both riding Indians, were the stars of the Jacksonville (Fla.) Motorcycle Club's race meet on Pablo beach, on Saturday, 1st inst. Rawlings had a shade the best of the honors, however, as he captured the star events on the card, the ten and 20 mile races. Wiesenfeld accounted for the two and five mile events. In the two remaining races, Jonathan Yerkes, Thor, and A. L. Terry, Indian, were returned as winners. Terry also rode a fast exhibition mile.

Yerkes was the first to taste victory, showing the way on a Thor "4" in the five mile for private owners. Second berth went to Frank Powers, Merkel, and the third man home was Frank Thompson, Harley-Davidson. All of the four starters finished. With this preliminary, the speedfest got into its full stride and action began to come thick and fast.

Four lined up for the two miles for singles, trade rider class. Wiesenfield, on his "4" Indian had things his own way, and hammered out a victory easily. There was more of a scrap between Yerkes, Thor, and Stoddard, Merkel, for second pocket, the former slipping in ahead. Yeager, Indian, brought up the rear.

Wiesenfield repeated on the same machine in the five mile event for trade riders. Stoddard and Thompson, on Merkels, followed the winner in that order. This race brought out six starters.

One of the best races of the meet was the ten miles for singles, trade rider class. Here was where Rawlings on his Indian came into the spotlight by beating out Yerkes, Thor, in a driving finish. Havens, on another Thor, ran third.

Twin cylinders had the floor, or rather the beach, in the next event, at ten miles, open to trade riders. A. L. Terry, "7" Indian, blazed the trail all the way at a 59 second average, with the persevering Yerkes runner-up, followed by Yeager, Indian, and Stoddard, Merkel, in that order.

After riding as amateurs in the previous events, five men elected to forfeit their amateur status to compete in the stellar number on the card, the 20 mile professional for single cylinders. The $100 in cash was split $60, $30 and $10. Rawlings, Indian, collected the fat end of the purse, after a rattling good scrap with Warren, Harley-Davidson. Third money was gathered by Havens, Thor. With the regular card disposed of, by way of good measure, Terry on an Indian streaked an exhibition mile on the wave washed sands in 47.40.

The beach was in good condition, and while no records were broken, the time was fast for stock machines. All of the finishes were close and exciting, and provoked much enthusiasm among the good sized crowd which was present. The meet originally was scheduled for the preceding day, but was crowded out by the long motor car races. Summary:

Five miles, singles, private owners—Won by Jonathan Yerkes, Thor; second, Frank Powers, Merkel; third, Frank Thompson, Harley-Davidson. Time, 6:15⅔.

Two miles, singles, trade riders—Won by Emanuel Wiesenfield, Indian; second, Jonathan Yerkes, Thor; third, Albert Stoddard, Merkel. Time, 2:20⅗.

Five miles, singles, trade riders—Won by Emanuel Wiesenfeld, Indian; second, Albert Stoddard, Merkel; third, Frank Powers, Merkel. Time, 6:11⅗.

Ten miles, singles, trade riders—Won by Felton Rawlings, Indian; second, Jonathan Yerkes, Thor; third, Henry Havens, Thor. Time, 12:08.

Ten miles, twins, trade riders—Won by A. L. Terry, Indian; second, Jonathan Yerkes, Thor; third, M. Yeager, Indian. Time, 9:51⅘.

Twenty miles, singles, professional—Won by Felton Rawlings, Indian; second, D. Warren, Harley-Davidson; third, Henry Havens, Thor. Time, 22:56⅘.

One mile exhibition—A. L. Terry, Indian. Time, 47:40.



THE SMOOTH SANDS OF PABLO BEACH, WHERE THE JACKSONVILLE CLUB HELD ITS SPEEDFEST

Medhurst, R. I. Secretary, Injured.

An unfortunate accident occurred last week to Walter L. Medhurst, secretary of the Rhode Island Motorcycle Club. He was dangerously injured by a fall of 15 feet in the fire house where he is stationed. He fell on his head and at present lies in the Rhode Island hospital, Providence, unconscious. He revives at times and there is some hope for his recovery. H. E. Winslow, photographer for the Providence Journal and Bulletin, was appointed temporary secretary at a special meeting held April 2, so that the coming trial runs and smoker will have proper attention.

"TOURISTS" TOUR TO PEEKSKILL

Commence Competition for Widmayer Trophy—Teamster Accepts Thorpe's Trouble-Breeding Invitation.

Six of the eight starters in the first club run of the season of the Motorcycle Touring Club of New York, Affiliated, to Peekskill and return on Sunday, 2d inst., finished with perfect scores, and earned five points each, in the competition for the Widmayer trophy. The two other starters did not finish, but are credited with one point for starting. The perfect scorers were the following: Stanley Thorpe, Harley-Davidson; David Molin, N. S. U.; Otto Weinig, Merkel; John Siemsen, Merkel; A. Hoffman, Merkel; Harry Mapp, Merkel.

There were several unusual incidents connected with the run, some of them amusing and others serious. Thorpe was forced into a ditch on a hill by a team and a protruding rock took a small bite out of the upper portion of his crank case. However, the mishap did not affect the running of his engine and he continued in the contest. After the accident he was the butt of good natured bantering by his companions as the result of a certain inscription on his machine.

He has taken up the English fad of christening his machine with a pet name. It was only after considerable search that the chubby captain found a name to his liking, and then he had to invade the Japanese language to do it. The name he chose was "Mussmee," which he says means "Little Girl" in English. However, his mates insist that he was tempting Fate by extending an invitation to be "mussed" and that the teamster quickly accepted the challenge and "mussed him" into a heap by the road. The name still remains on the tank, and Thorpe says that it will stick.

Near Ossining, N. Y., the riders found that a motor truck had sunk through a bridge and rendered it impassable to four wheel vehicles, although it was possible for pedestrians and single track vehicles to cross. There were some police stationed there, however, to prevent anyone crossing, and while some of the riders got past them before they realized it, others were turned back and had to take a backwoods road around Croton, which proved very bad going. This was the worst stretch on the run, the main line roads being good.

One of the riders had quite a warm set-to with one of the bridge guards who threw his machine on the road and put him under arrest when he attempted to cross. The officer sent an assistant to telephone to a justice to hold court, but the messenger came back saying that he could not get telephone connection with a justice. After some further parley the officer released his prisoner with the warning that he would "get" him the next time he came that way, but the rider in question asserts that he will give that locality a wide berth for some time to come.

Harlemites Schedule Brighton Meet.

Raising the curtain on the 1911 season of track racing in New York City, the Harlem Motorcycle Club will hold a closed meet on the Brighton Beach mile track, Sunday, 9th inst. From the makeup of the card, which consists of eight events, there is promise of some good sport, especially in the match races, of which there will be two. L. H. Guterman and Ferd Mercier will go ten miles on a pair of fast Indians, and there is a prospect that this will be expanded to a three-cornered whirl, if the other rider in view can be secured. The other rouser will be between W. L. Coursen and W. P. Hubschmidt, who are warm rivals. They are slated for a five mile battle. The remainder of the card consists of mile time trials; five miles, 30.50 class; five miles, 50 class; five miles, 61 class, stripped; 25 mile handicap, 61 class; and ten mile handicap, 61 class, with full equipment. All machines in the latter event must be fully equipped including lamps, horns and regulation bars, tires and saddles.

Guttenberg Racing on New Basis.

Racing at the Guttenberg (N. J.) mile track will commence on Sunday, May 14, and will be held every Sunday and holiday throughout the season. The meets will be conducted by the Guttenberg Motordrome Association, and a more businesslike management than obtained last year is promised. Special events will be put on from time to time, and every effort made to draw the crowds and serve them good sport. The opening card is composed of five events, as follows: Three mile novice, five mile trade riders handicap, 61 class; five mile professional free-for-all; ten mile trade riders pursuit, 61 class, and a 20 mile professional handicap, 61 class.



A PURITAN ENTHUSIAST

SETS UP NEW AMATEUR FIGURES

Don Johns Betters World's Records for 20 Miles—Diminutive Speed Star Performs Wonders at Los Angeles.

Circling the mile-around board saucer a full 20 times in the short period of 14 minutes and 23⅗ seconds, or at the rate of 84 miles per hour, Don Johns, a diminutive lad of 16 years, mounted on an Indian, on Tuesday, April 4, established new world's amateur motorcycle records from one to 20 miles, inclusive, at the big motordrome at Playa del Rey, outside Los Angeles, Cal., provided his marks are accepted by the competition committee of the Federation of American Motorcyclists. His mile time was 41⅖ seconds. The speed trial was officially sanctioned by the F. A. M., and a referee was detailed by Chairman Thornley from San Francisco. An official squad of four timers held as many stop watches on the youngster as he sped around the huge bowl.

Johns, who is a Los Angeles product, was mounted on a 7 horsepower twin, and his performance is all the more remarkable when it is taken into consideration that it was apparently the first time that he had had opportunity to drive a high powered machine to anything like its limit of speed. In accordance with the announced policy of the Hendee Mfg. Co., Springfield, Mass., which makes the Indian, the motor used in the trial was sealed immediately at the conclusion of the trial and sent to the chairman of the F. A. M. competition committee, for his personal inspection and measurement.

The 20 mile amateur record which the time made by Johns has bettered was established on December 9, 1910, at the motordrome, by M. J. Graves, on a Merkel, the time being 14:38⅖. On December 31, 1910, three weeks later, Charles "Fearless" Balke, on an Indian, went after the record, and covered the distance in 14:11⅗. Owing to technicalities in connection with the measurement of his engine, however, the F. A. M. did not officially accept the record. Balke has since become a professional, so a new star was sought—and found—in Johns. The forwarding of the engine used by the latter to the chairman of the competition committee is expected to obviate any engine measurement doubts in connection with the times standing as records. The times made by Johns follow:

1 mile	00:41⅖	11 miles	07:52
2 miles	01:23⅘	12 miles	08:35⅖
3 miles	02:02	13 miles	09:19
4 miles	02:49⅖	14 miles	10:02⅖
5 miles	03:32⅗	15 miles	10:46⅕
6 miles	04:16	16 miles	11:30
7 miles	04:59⅕	17 miles	12:13⅗
8 miles	05:42⅕	18 miles	12:57
9 miles	06:25⅖	19 miles	13:40⅕
10 miles	07:08⅘	20 miles	14:23⅗

Big Gains for F. A. M. During March.

According to statistics compiled by Secretary Gibson, the F. A. M. gained 678 new members during March. In the individual gain by states New York heads the column, having contributed 122 new members. The returns from the other states and Canada in the order of their numerical showing follows: California, 75; Illinois, 68; Texas, 51, Indiana, 47; Ohio, 39; Pennsylvania, 26; Georgia, 25; Florida, 25; Missouri, 23; Maryland, 22, Michigan, 21; Nebraska, 18; Kansas, 17; British Columbia, 15; Massachusetts, 14; New Jersey, 12; Colorado, 8; Washington, 8; Rhode Island, 8; Connecticut, 6; District of Columbia, 6; West Virginia, 5; Iowa, 3; South Dakota, 2; Kentucky, 2; Alabama, 2; New Hampshire, Virginia, Arkansas, Wisconsin, Minnesota, Montana, Oregon, Idaho and Utah, 1 each. Ladies are commencing to figure prominently as rungs of the membership ladder in the upward climb. Membership card No. 5,000 was issued to Mrs. Gibson, and No. 7,000 to Miss Inez Patterson, Rexford, Kan. On September 1, 1910, the membership was 4,663. The 5,000 mark was reached on the last day of that month, and card No. 6,000 was dated February 3. April 1 is the date on card No. 7,000. Basing his prediction on this rate of increase, Secretary Gibson prophecies a total membership of 10,000 easily by the time of the next annual meet.

Mobile Has a Motorcycle Club.

Additional evidence of the growth of motorcycling in the South is to be had in the organization on the 31st ult., of the Mobile (Ala.) Motorcycle Club with 17 names on the roster. The officers are as follows: T. B. Willison, president; C. V. Johnson, vice-president; Z. E. Agee, secretary; I. Rubel, treasurer. A committee was appointed to draft a constitution and by-laws. The riders perfected their organization at Silsby's Bicycle Co., 461 Dauphin street, and the club will meet there until suitable quarters are selected. As there are between 50 and 75 motorcyclists in the city, the club expects to grow rapidly. After things get running smoothly the club plans to affiliate with the F. A. M. The charter members are as follows: T. E. Spottswood, S. Dahlgren, E. Scheuermann, A. P. Williams, F. S. Silsby, I .Rubel, G. P. Ward, O. Overton, L. Ward, W. J. Ryan, A. B. Martin, J. P. Evans, B. W. Martin, Z. E. Agee, T. B. Willison, C. Ayers and G. Seiple.

Cedar Rapids Riders Club Together.

Motorcyclists of Cedar Rapids, Ia., have organized the Cedar Rapids Motorcycle Club, with the following officers: J. Fred Currell, president; C. Sumerlin, vice-president; F. J. Dawley, secretary-treasurer. The executive committee consists of the officers, together with Murray A. Fawcett and Harry P. Yonkers. At the organization meeting, which was held in Federation hall, 22 riders signed the charter, and it was decided to hold it open for 30 days, at the end of which period it is expected to have a membership of 50. When the charter closes, the initiation fee will be raised from $1 to $2. A constitution and by-laws will be adopted at the next meeting. In addition to holding weekly runs the club plans to promote contests and also display activity in a social direction.

Providence to Give a "Herring Run."

The annual election of officers of the Providence (R. I.) Motorcycle Club will be held on Wednesday, 12th inst. Arrangements also will be perfected at the meeting for the annual "herring run," at which herring are the principal dish. So temptingly is this fish prepared for Providence epicures, that in their estimation it rivals diamond-back terrapin.

ISN'T IT A POLITE, PLEASANT, TACTFUL SIGN?



Classing motorcycles with dogs, the notice shown in the illustration is displayed on the front fence of a cemetery located about a mile below Poughkeepsie, N. Y., on the New York-Albany post road.



HOW MOTORCYCLES HAVE BROKEN—



—INTO THE POST CARDS

SEATTLEANS TO INVADE CANADA

Will Romp Over the Border on Big Endurance Run to Vancouver—Plan Fast Schedule.

From Seattle, Washington, to Vancouver, B. C., is the trip planned for the second annual endurance run of the Seattle Motorcycle Club, which is to take place on May 21 and 22, and which will be one of the big events of the year for the Seattle organization. The run will be held under a sanction from the Federation of American Motorcyclists, and valuable prizes will be awarded those making the highest score.

Vancouver is 172 miles distant from Seattle, so that the contestants will cover approximately 350 miles in the two days. The route embraces some very beautiful and interesting scenery. It will lead the riders through Bothel, Burlington, Bellingham and across the Canadian boundary at Alder Grove. From Alder Grove the route leads through Westminster into Vancouver. The schedule calls for seven hours of actual running. The start will be made at 6 o'clock on the morning of May 21, from Pioneer square, and, according to the schedule, the motorcyclists will reach Vancouver at 4 o'clock on the afternoon of the same day. A hill climbing contest will take place at New Westminster.

Each rider will be credited with 1,000 points when starting, and for each minute late at a control will be penalized one point; for each minute entering a control point; for each minute ahead of time at a control five points will be deducted, and for entering a control 30 minutes ahead of time a contestant will be disqualified. There will be five controls each day, one of which will be secret. The average speed is limited to 24 miles per hour. All necessary repairs may be made on the road, but a rider who changes any complete unit of his machine, other than a spark plug or minor accessory, will be disqualified. The committee in charge of the run is composed of S. T. Hamilton, Roy Cotterall and Harry Tousey, all of them experienced riders.

Jerseyites to Hold "Ladies Night."

Not to be outdone by the metropolitan clubs in the field of social activity, the New Jersey Motorcycle Club, of Newark, is going to have a "ladies' night" on the 11th inst., at which the fair sex will be tendered a reception and entertainment, and afforded an opportunity to meet the motorcyclists in their best bib and tucker. The affair will take place in Berkeley hall, 515 Clinton avenue. There will be music and dancing, and good things to eat, and all motorcyclists are invited.

South Side, St. Louis, Holds Banquet.

The South Side Motorcycle Club, St. Louis, Mo., held its first annual banquet on March 24 at the Van Horne Cafe, Jefferson avenue and Olive street. About 30 were present. The toastmaster was President William Hellman. Speeches pertaining to motorcycling were made by George Schmitt, Lou Daub, Frank Greenfield, Charles B. Cornwall and G. Palfrey. The first run of the season was held last Sunday. The South Side Motorcycle Club has a membership of 85 and is four years old. Its headquarters are at 1625 South Broadway.

New Track in Prospect for Wichitans.

The Wichita Motorcycle Club, of Wichita, Kan., is carrying forward a plan to convert the old fair ground racing track into a motorcycle track, by giving it suitable banking and resurfacing. The track has not been used for some time, following the destruction of the training stables by fire. If it is put in condition for motorcycle racing, the club intends to make it the theater for several big meets during the summer months.

To Consolidate Reading's Clubs.

A commendable effort is being made to organize a big motorcycle club of the riders of Reading, Pa. Hitherto there have been clubs composed of riders of various kinds of machines, respectively. The dealers in Reading, five in number ,all handle different makes, and an effort is now being made to have all combine and help to make one large club to hold runs during the summer. A meeting will be held shortly, looking toward consolidation.



WHERE LONG ISLAND'S GOOD ROADS END—THE "COMMERCIAL HOTEL" AT SOUTHAMPTON

THE INDIANA MOTORCYCLE CLUB, OF INDIANAPOLIS, IND., WHEN IT WAS SMALLER.



The picture was taken in front of the Club's home at the time of the F. A. M. national meet in Indianapolis two years ago.



RUSHVILLE PLANS 200 MILE RACE

Track Meet with Big Feature Grind for Singles—Handsome Trophy to Attract Prominent Speed Men.

Rushville, Ind., which in the past has attained some prominence in motorcycle racing circles, is going to write its name large and bold on the competition books on Saturday, 29th inst. A big meet is being arranged with a 200 mile track event for 4 horsepower singles as the top liner on the card. The meet originally was scheduled for Sunday, 9th inst., but a sanction could not be obtained for racing on this date.

At first it was intended to have only the double century race, but in order to comply with the definition of a race meet, two other events were added. They will consist of a mile time trials and a five mile county championship. For the big race a cup two feet high and valued at between $175 and $200 will be awarded to the winner. It is expected that this race will draw at least 20 entries, including such stars as Fred Huyck, J. A. Turner and John Merz, of Chicago; Harry Nixon and Irwin Howich, of Dayton, O.; Marshall Casebeer, of Terre Haute, Ind.; L. S. Taylor, of Columbus, O.; Charles Shepard, of Kokomo, Ind., and Fred Stuart, of Indianapolis. The meet will be held on the Rushville Fair Grounds, which has a well banked mile dirt track.

National F. A. M. Meet Decision Soon.

Competition for this year's F. A. M. meet appears to have narrowed down to two candidates, Buffalo and Indianapolis. Detroit, which also was mentioned as a possible bidder, had not filed its application up to Wednesday, 5th inst. The two first named cities already have filed their applications. Letters have been flowing in in swarms to President Willis, of the F. A. M., from members throughout the country indicating their choice of the city which should get the meet. Copies of these pleas in behalf of the cities in the race will be sent today, 8th inst., to the members of the board of directors of the F. A. M., who have the selection of the place for the meet, with a request that they mail their choice of cities as early as possible. It is unlikely that the result of the vote will be known before the latter part of next week.

Annual Banquet of Marylanders.

Members of the Maryland Motorcycle Club of Baltimore and their friends to the number of 35 sat down to the annual banquet of the organization at the New Howard hotel on Wednesday night, 5th inst. The menu card was arranged in a fitting manner, the courses being designated by motorcycle technical terms. President Rodgers Wolkins told of the club's progress and Captain Congdon reminisced on past runs and told of some of the club's plans for the future. Following the oratory exercises a pleasing entertainment was given.

Detroit "Cops" Back on Motorcycles.

Spring having arrived, Detroit's "flying squadron" of police is once more using its motorcycles. During the winter months, when heavy snow and ice were on the streets, the motorcycle "cops" used an automobile, but with the return of weather suitable for the two wheelers, they were exceedingly glad to resume their gasoline saddle horses.

Ovington Ready to Caper in the Air.

Earle L. Ovington, formerly president of the F. A. M., arrived in New York this week from France, where he has been for the past six months studying aviation at the Bleriot school. He recently received a pilot's license and brought with him a 70 horsepower Bleriot monoplane in which he plans to gambol o'er the skyscrapers of Manhattan.

Baker to Try Non-Stopping Again.

Erwin G. Baker, Indianapolis, Ind., the motorcycle non-stop artist, has applied for a sanction for a trial at the world's long distance non-stop record. Weather permitting, he will make the attempt on Monday or Tuesday, 10th or 11th inst. In his last attempt Baker was halted at 75 miles by tire trouble.

Two Indiana Counties Organize.

Motorcyclists of Vincennes and Knox counties, Ind., have organized an F. A. M. motorcycle club with the following officers: Chester McIlvain, president; Volan Salyards, vice-president; Chester Adams, secretary; Finney Moore, treasurer. The club has 14 charter members.

VERY MUCH ALIVE IN SPOKANE

Board Track, Woman's Auxiliary and Sleuthing to be Part of Club's Program —The Saucer Project.

The Spokane Motorcycle Club is manifesting activity in several directions. A woman's auxiliary was organized last week at a good old-time camp meeting held at Medical lake. The club has decided to cooperate with the police in an attempt to eliminate as much as possible the constantly increasing theft of bicycles. The president has also announced that the club is "with" the police in the enforcement of the law against those violators who leave their mufflers open and cause an unnecessary disturbance.

Upon the advice of some of the leading motorcycle men of the United States, the club has practically decided to erect a board track in place of the dirt track originally planned. Although no definite action was taken at the meeting of the club several weeks ago, the concensus of opinion was for the board track.

"The club hopes to have the track finished this summer," said President C. H. Miller, "and expects to bring such racers here as Whittler, DeRosier and Graves." It is estimated that the track will cost $10,000 and the controlling interest will be held by the members of the club, who have already subscribed to the amount of $2,500. It will be a three-lap-to-the-mile track with steep banking.

Each Has a Fifth Interest.

By paying $30 apiece, five intending motorcyclists in Augusta, Ga., are to become the possessors of a motorcycle on the club basis. The five members of the club will use the machine in turn during the season.



"WHEN GREEK MEETS GREEK"

AFFILIATIONS STILL INCREASING

Seventeen Clubs Enter the F. A. M. Fold in March—Many New Clubs are Being Hatched.

A new club affiliated every 43 hours during the month of March is the record to which Chairman Estabrook, of the F. A. M. membership committee points with pride. Seventeen clubs "took out their papers" during the windy month, and boosted the membership 321 names nearer the 10,000 goal. When the work of affiliation began, reckoning of results was calculated on so many clubs per week; then as more hustling was done the accounting system was changed to a daily tabulation of accomplishment, and now the intervals between affiliation are figured in hours.

Since the century mark was passed last week, four more clubs have affiliated as follows: No. 101, Austin Motorcycle Club, 21 men, M. E. Horner, secretary, 515 Congress avenue, Austin, Tex.; No. 102, Broome Motorcycle Club, 16 men, W. J. Lyon, secretary, 1 Park terrace, Binghamton, N. Y.; No. 103, Miami Motorcycle Club, 25 men, L. Fornell, secretary, Miami, Fla.; No. 104, Motorcycle Touring Club of Chicago, 18 men, C. R. Schwarz, secretary, 447 W. North avenue.

Following the lead of New York, Chicago now has a "Motorcycle Touring Club." Its officers are Max Stahlfant, president; Norman Bock, vice-president; C. R. Schwarz, secretary; Alf. Born, captain; Ernst Born, first lieutenant; B. Stechbart, second lieutenant. The club is 100 per cent. F. A. M. and has adopted the standard constitution and by-laws. It will be interesting to observe if history repeats itself and a rival organization springs up to try and put it out of business as happened in New York. Apparently the Chicago "Tourists" are willing to take a chance on this, as they have not incorporated yet.

Still another new Chicago club is on the "stand." James B. Mercer, 2323 Michigan avenue, is the designer, and expects to throw in the clutch soon and get under way. Edward Tweitmeyer, 20 Main street, Evansville, Ind., has taken it upon himself to give that city an F. A. M. club. He thinks that such an organization would add to the city's prestige. For several months S. Braun, of Waterloo, Ia., has had a club in the incubator. It now is ready for hatching, he reports, and probably will break through its shell around Easter.

Cleaning Magneto Points Correctly.

In cleaning magneto circuit breaker contacts with emery cloth there is a right and wrong way to do it, like in most other things, and the wrong way is that which most riders use. Before inserting the emery cloth between the points it should be bent double with the business side out, so that when it is slipped between the contacts it will clean both of them at the same time. If the cloth is inserted with only one side working at a time the fuzz on the smooth side of the sheet will cling to the point with which it comes in contact, and act as an insulator, and there will be no spark at the plug. If this should occur, and more cleaning is attempted in a haphazard effort to remedy the trouble, it is very probable that both contacts will get fuzzed up and make matters worse. It is safe to say that a case of this sort would stump nine out of ten riders.

SPEED MONSTER WHOSE SPEED WAS IN VAIN.



When the F. A. M. enforced engine size limitations, this four cylinder, 16 horsepower M. M. racer was oversize and ineligible for record breaking or competition.

North Shore Cash for Its Race Meet.

Money to back the big motorcycle race meet that the North Shore Motorcycling Club, of Chicago, Ill., is to give on Memorial Day at the Hawthorne track, is more than assured, as the result of a ten minute session in which the club members subscribed $2,000 for the purpose. It was found that in order to swing the event on the scale planned, about $2,000 would be necessary, and the president of the club L. J. Leonard, seeing the members enthusiastic over the prospects of the meet, devised a plan by which shares in the enterprise could be sold to the North Shore members. It was decided to sell about 80 shares at $25 apiece. At the last meeting of the club, with about 30 members present, Leonard himself started the ball rolling by subscribing for 40 shares, amounting to $1,000, after which the balance of the $2,000 was quickly raised by the following subscriptions: Wilmer Reichert, $100; Carl A. Leander, $100; B. M. Blankenheim, $50; J. E. Stenquist, $100; J. Blankenheim, $25; North Shore Motorcycling Club Orchestra, $50; J. Creamer, $100; J. T. Paisley, $500; Charles McCabe, $200; F. E. Badgeley, $200; C. B. Blankenheim, $200; F. Bond, $100. Furthermore, according to one of the members, the club "can lay hands on $2,000 more any minute, without going outside of the club house."

Claims Gimlet Better than a Punch.

After trying practically all of the belt punches and drills now offered, a veteran rider gives it as his opinion that an ordinary gimlet is better than any of the new fangled devices for drilling holes in belts. Among the advantages claimed for it are that it cuts a clean and straight hole, and does not gouge or chew the belt like some of the drills. Cheapness also is an item in its favor, a good gimlet selling for a dime or sometimes less.

LAWDY! WASN'T RASTUS GLAD!

What Would Have Been a Calamity for Another Was Joy to Him—Mounts Were Confounded.

The clock struck the hour. A tired business man, says Chauncey W. Beasley in the Newark Call, looked up from his desk, pressed a button and said to a clerk who appeared: "Send for Rastus." In a few minutes a middle-aged darky appeared. "Rastus," said his employer, "can you ride a wheel?" "Yes, sir; yes, sirree! I kin do most anything," was the reply.

"You are sure you are not afraid," said his master. "Afraid? Why, Mr. Brown, I'se not afraid of anything except my wife."

"Well, Rastus, go around to the Reed garage. I'll telephone to have a wheel ready for you. Take this package out to the house—in a hurry, mind you!" The negro departed. Mr. Brown phoned and went on with his work.

Now it so happened that at about the same time the request by Mr. Brown for a bicycle was made, one Jacob Einstein had telephoned the Reed concern to deliver a motorcycle, which he had purchased the day before, to a messenger who would call for it.

The bicycle and the motor vehicle were prepared. Rastus, eager to do his master's bidding came running up to the garage and said: "Got my wheel ready?" An absent-minded clerk, thinking nothing except for his good looks and his cigarette, brought out the motorcycle and turned it over to Rastus.

The colored personage had heard of and seen machines of this nature, but had never ridden one. He did not, however, like to display his ignorance, so he proceeded to mount. The clerk, no doubt, seeing by his awkward movements that our friend was a tyro and having some fun in his nature went to his assistance, and as soon as Rastus had scrambled into his seat he gave the wheel a shove, which ignited the spark. The steed leaped into the air and they were off!

Anyone who has ever ridden one of these animals knows that they are easy to control—if you know how. Rastus, unfortunately, did not possess this knowledge. So down the street the ill-mated pair went, turning from Mulberry street into Market and going at terrific speed. Coming to the Four Corners, the cycle and its crew struck a small boy and threw him about ten feet to the sidewalk.

The crowds scattered right and left. Policemen! Inspectors of the trolley company set up a yell. Rastus holding grimly to his handle bars rushed up Market street. A mounted policeman saw what was happening and set spurs to his horse.

The flying machine, going at a rate of 50 miles an hour, soon distanced his pursuers.

Can you imagine Rastus's feelings at this time?

Shivering with fright, the poor man held the steering handles with what Polonius calls "hooks of steel."

Thoughts of a prison cell kept coming through his brain. Slowly his mind was working and then he commenced to reason as to how to stop the accursed monster. He dared not look around for fear of hitting something ahead of him. He eyed the pedals. He looked for a brake; he could find none.

Before he knew it he was in Morristown. The tears were streaming down his face. He cried out in his agony. He shouted for help. As he passed the hotel the dust he kicked up made the bystanders gaze at him in amazement.

Over hill and down dale he thundered (John Gilpin was not in it). Soon he saw before him the Hackensack bridge. His hair stood on end—the bridge was open!

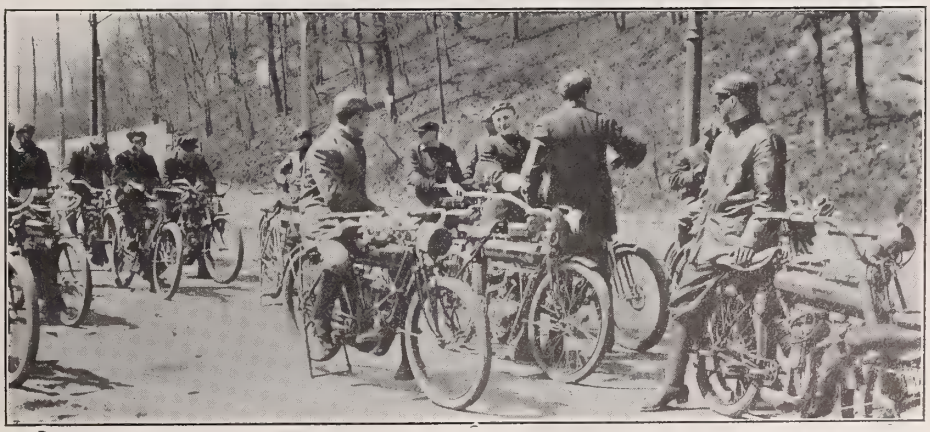
A man shouted to him, all in vain. He plunged into the deep and muddy waters of the Hackensack. When the bridge tender had fished out our half-drowned hero, Rastus sat himself down and faintly but thankfully said: "Gee, I'm glad that draw was open!"

IN A "TONNEAU," TOURING WITH PAPA.



Most riders would hestitate, however, to expose a child to the dangers that must exist for it in the mode of travel shown.

WAITING—BUT NOT FOR SPRING FLOWERS.



The snapshot was taken as a group of riders of the Concourse Motorcycle Club, New York City, were about to start on an early spring run.

CRESCENT CYCLISTS ON THE ROAD

Active Riding Has Commenced for Baltimore Club—Rivalry in Piling Up Centuries and Mileage.

In connection with its Sunday run at Chase's Station, on the 26th ult., the Crescent Bicycle Club, of Baltimore, Md., held two Class E club races, each of which furnished an interesting contest. The first race was at one mile, and William Leimbach, Fred M. Sanborn, Langdon M. Sanborn, August Leimbach, Charles H. Thoms, Alfred J. Baker and John W. Trost lined up for the start. The race was started at Chase's and finished one mile up the road toward the city. Alfred J. Baker won the event and is the first club member to pass into Class D for the present season. Fred M. Sanborn finished second, with Charles H. Thoms third and John W. Trost fourth. Time, 3:45.

The second race was at two miles, and started at the finishing point of the first event. The contestants were the same as in the first race, with the exception that Alfred J. Baker did not compete, and that there were two more starters, Thomas W. Baker and Ferd S. Plitt. Fred M. Sanborn won in a close finish with Charles H. Thoms.

Both the century mileage and the run attendance contest of the club are receiving more than the usual interest among the members, and the mileage returns to date are far ahead of all past figures. Three medals are offered in each contest, and the race for these awards is becoming more interesting each week. A large number of centuries have been ridden, and some double and triple centuries will be made before the warm weather sets in.

The first big event planned by the Crescents is their annual spring half-century or 50 mile pleasure run, which will be held this year on Sunday, May 21. The run will be over some of the best roads around the city, and handsome medals will be awarded all who complete the distance. Printed details will be distributed shortly, and a record crowd is expected to turn out. The Crescents' annual spring road race has been set for Sunday, June 18, and the usual complete list of prizes will be offered for the local speed cracks.

Another Bicycle Club in Baltimore.

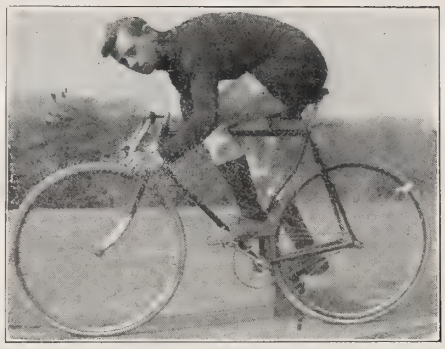
Baltimore, Md., now has another new bicycle club, which was formed Wednesday night, 5th inst., at a meeting held at the bicycle store of Bernard Logue, Broadway and Barnes street. The new organization styles itself the Baltimore Bicycle Club, and elected the following officers: Harry Lindeman, president; Nicholas Heilman, vice-president; John Andrae, secretary; Fred Welsh, treasurer; Fred Welsh, captain; Richard Lindeman, color bearer; Frank Nelson, first lieutenant; William Bush, second lieutenant. The club colors are green and white. The club will meet on Wednesdays and will hold regular Sunday runs. It was decided to enter all of its fast riders in the Lafayette Wheelmen's road race.

Hawkins Still Holds Gilded Cork.

This early in the season, and despite the increasing fields pitted against him on each turnout, J. B. Hawkins seems to have discovered the secret of winning cork races as often as he pleases, for on Sunday, 2d inst., for the third successive time, he captured the weekly six mile chase of the New England Wheelmen of New York City over Bronx roads. Joseph Kopsky was close on Hawkins's rear wheel at the finish, and J. P. Berlenbach and John Roedig registered in that order. Fifty riders started from the club house, and 32 pursued the elusive cork.

Second Run of C. R. C. A. Hikers.

Twenty-four members of the Century Road Club Association, New York City, turned out for the second club run of the season on Sunday, 2d inst. The course was from Central Bridge to Pelham Parkway. At the latter place a three mile sprint race was held, in which Harry G. Lilienthal was returned the winner. Second place was taken by Edward Schuber, and the remaining order of finish was Fred W. Lilienthal, Max Merker and J. B. Hawkins.



HARRY G. LILIENTHAL

To Try for Milwaukee-Chicago Record.

Louis Helms, the former "messenger boy bicyclist," will ride from Milwaukee to Chicago on April 16 in an effort to lower the bicycle record between the two cities. His last run over the same route established the record of 9 hours and 45 minuates, but he expects to lower this considerably.

Fast British Amateur Coming Over.

If a rider named J. D. Nathaniel should enter an amateur bicycle race next May or June, the other riders had best to look to their laurels. He is one of Scotland's crack amateurs, and he leaves for the United States on April 15, for a visit.

ALL READY FOR EASTER HANDICAP

C. R. C. A. Has Over 100 Entries for Big Event at Floral Park—Thirty Prizes on the List.

Over 100 entries already have been received for the ten mile handicap bicycle road race of the Eastern Division of the Century Road Club Association, New York City, which is booked for Easter Sunday, 16th inst., at Floral Park, L. I. The last call for entries has been extended one day, to the 11th inst., giving those who mail their entries on Sunday an opportunity to get in. All entries received after the closing date will be assessed 25 per cent. extra, in accordance with the N. C. A. rules.

More than 15 clubs already are represented in the entry list, and there promises to be a hot scramble for the alluring first prize, a 1911 Columbia racer. There also are five time prizes that are expected to produce a whirlwind windup for ownership between such cracks as Joseph Berlenbach, Joseph Kopsky, Edward Schuber, Richard Jones, Jesse Seaman and A. R. Cooley. There are 30 prizes to be distributed, including tires, chains, lamps and all sorts of sundries.

The race will start at 10 a. m. sharp, as it is the desire of the committee to have it over with before the heavy motor car Sunday traffic on Long Island commences. There also is a prize for breaking the course record, and this is expected to prove the big feature of the race.

Grand Rapids Card Announced.

Four events, consisting of one and five mile handicaps, one mile novice and a miss-and-out race, constitute the program for the bicycle meet which the Western Michigan Cycle Club of Grand Rapids, Mich., will conduct jointly with the local Y. M. C. A. at Comstock Park on May 30. All of the events are open, but amateurs only are eligible to compete. Entries close on May 22, with the Western Michigan Cycle Club, 83-85 Houseman building, Grand Rapids, Mich.

Schwab Getting Ready for Newark.

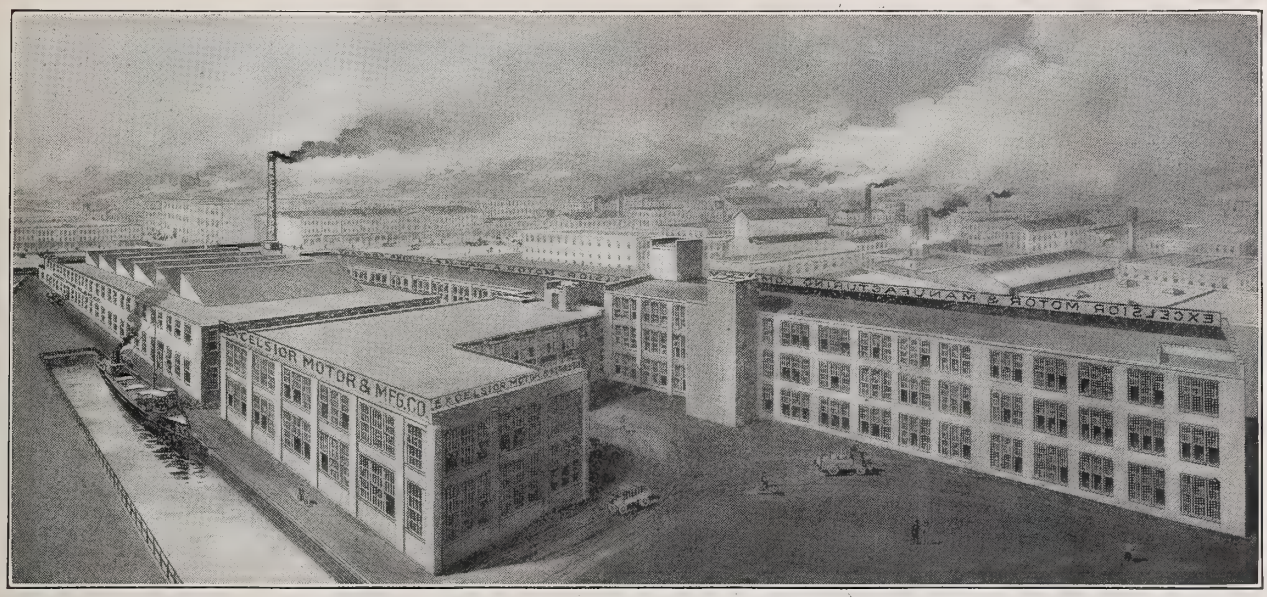
Oscar Schwab, the professional bicycle rider who has been riding in Europe for some time, has returned to this country. He is working out with the New England Wheelmen of New York in their Sunday cork races in preparation for the opening of the new Newark velodrome.

New England Wheelmen Growing.

Twelve new applications for membership filed since the last meeting two weeks ago, indicates the healthy rate at which the New England Wheelmen of New York City are growing. Hardly a meeting is held that a batch of new members is not put through

The Factory Behind the Product

A strong plant is never grown in barren soil and the quality of any product is dependent upon the facilities for its manufacture.



The factory producing the

EXCELSIOR AUTO-CYCLE

is beyond question the most thoroughly equipped and complete motorcycle factory in the world.

With the buildings just finished, the total floor space is slightly over 190,000 square feet and the machinery and equipment is the best obtainable.

A comparison of these facilities with those of factories with a limited product or building only a part of the machine will clearly indicate one of the reasons for

EXCELSIOR SUPERIORITY

Three models for 1911—two Singles and a Twin. All described in Catalog C-11. Write for it today.

EXCELSIOR SUPPLY COMPANY

400 W. Randolph Street CHICAGO, ILLINOIS

San Francisco Branch—361-363 Golden Gate Ave.
Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.

Beware of the German Cloak Room.

They have a very autocratic way of doing things in Germany. A racing man left his new road racer bicycle at the Central railway station at Hamburg and called for it six weeks afterwards. He found that it had been sold at auction for the highest bid, which was about $1.60. The auctioneer's fees came to $1.35, and as a result he got 25 cents for his new machine. On applying to headquarters as to whether the cloak room officials had the right to auction the machine, he was informed that they were unable to furnish him any information.

He Employs More than 11,400 Bicycles.

It is believed that the largest employer in the world of the bicycle, according to the Youths' Companion, is the British postmaster-general. He has in his department at present 11,400 of them, about one-half of which are used by the rural delivery carriers. Each bicycle averages 10,000 miles of travel a year, making more than 114,000,000 miles in the aggregate, or 21,000,000 miles further than the distance from the earth to the sun. The life of the postoffice bicycle averages four and a half years, and that of a tire about nine months.

Edlin Had the First Pneumatic Tires.

Robert Edlin, who is credited with having built, in 1888, the first velocipede fitted with pneumatic tires, died recently at Leicester, England. When a young man, he made a hobby of velocipede construction and acquired a reputation for success in this field. When, in 1887, J. B. Dunlop devised the first pneumatic tire, Edlin was suggested as the man who could supply the machine on which to fit it, and the result was the first pneumatic-tired bicycle.

Great Barrington Club to Reorganize.

The Great Barrington Bicycle Club, of Great Barrington, Mass., which was incorporated 12 years ago, is to disband. When organized in 1899, the club was composed principally of young men interested in cycling. The club has continued and prospered in the intervening years, but the members have become obese, lazy and plutocratic, and plan to reorganize the club under another name, retaining the purely social features.

Burning Water and Stones in the Lamp.

A clergyman has been palming on his friends in Manchester, England, a story which had its origin years ago in a cycle dealer's visit to a Lancashire agricultural village. This agent had carbide with him, but no water; and when he asked an uninitiated farmer's wife for some aqua pura to light up, she called on her husband to come out and see a lamp that would burn water.

The parson tells how he was at a farmhouse in the wilds one night. The lamp was acting badly, so he took it indoors to inspect the waterchamber and tap, the carbide well, gas-burner and what not. The "missus"—as they call the lady of the house in Lancashire—was invited by her better half, pitifully, to look at a lamp with water in it, and stones off the road.

"Poor gentleman," said she; "what a pity! And such a nice gentleman, too."

The old farmer in kindly tones tried to persuade the feeble-mined (?) parson that he wouldn't get those stones to burn.

"And you should put oil in a lamp—not water," he added.

Eventually a brilliant light was obtained, and the farmer was convinced it was electricity.

Road Racing is Popular in France.

The popularity of the bicycle in France may be more fully realized by the fact that 400 entries were received for the great "cycling steeplechase," held on Sunday afternoon, January 22. The race was open to youths under 18 years of age, and consisted of a cross-country race in stages, with the points to be called at not announced until the commencement of the run.

Carrying a Map for Cycle Tours.

Last month a cyclist was seen on a suburban road near Dublin, who carried, slung across his shouder by means of clips and a leather belt, in the same way that field glasses are carried, a small glazed and framed map of the city of Dublin and its environs. For a stranger who would require to make frequent references to a map, the idea is not a bad one, especially in wet and windy weather, where rain would spoil an unprotected map.

Octogenarian Likes His Bicycle.

John Courtright, a well known and familiar figure about the town of Ottawa, O., at the age of 88 years rides a bicycle practically every day. Failing sight prevents him from reading and doing many things to which he has been accustomed, so he finds health and recreation in making little trips about the neighboring country on his bicycle.

Londoners Losing Their Mounts.

Cycle thievery apparently is a flourishing vocation in London just now. During the trial of a case of bicycle stealing recently, a police officer told the magistrate that 1,200 bicycles had been stolen in that city during the last 18 months, despite a special police campaign against the thieves.

Suggests "All Black" as Mourning.

An English writer advances the suggestion that the "all weather" or all black finish bicycles that now are in vogue over there would be most appropriate conveyances for the mourners at the obsequies of a prominent cyclist.

Ascribes His Longevity to Cycling.

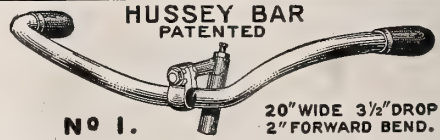
Despite the fact that his mother predicted that he would not make "old bones," Isaac C. Johnson, of London, England, sometimes called the inventor of Portland years, and in an interview on his 80th birthday he explains that when he was 67 years old he took up cycling for the first time, a sport to which a partly attributes his longevity. He is still a cyclist.

Beats Father Time Around the Clock.

In chronicling the doings of a local cyclist the Blackburn Weekly Telegraph really lets itself go. After some preparatory remarks, the journal says, "Last year he entered the Bath-to-Brighton 24 hour race and finished the course in 22 hours." "Is there another cyclist breathing who has managed to compress a 24 hour race into 22 hours?," asks an English cycling contemporary.

HIGH GRADE
wheels must have the best equipments
There is nothing that gives more value for the money than the use of the
MORSE TWIN ROLLER CHAIN

NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING
The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.
SEND FOR CATALOGUE AND TRADE PRICE TO
MORSE CHAIN CO., Ithaca, N. Y.

HUSSEY BAR
PATENTED

No 1. 20" WIDE 3½" DROP 2" FORWARD BEND.
Furnished on All Good Bicycles.
They Help You Sell.
Specify Them
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SPROCKETS
We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

ARE YOU READY

for the opening of the Spring Season with your shelves stocked with

New Departure Coaster Brakes

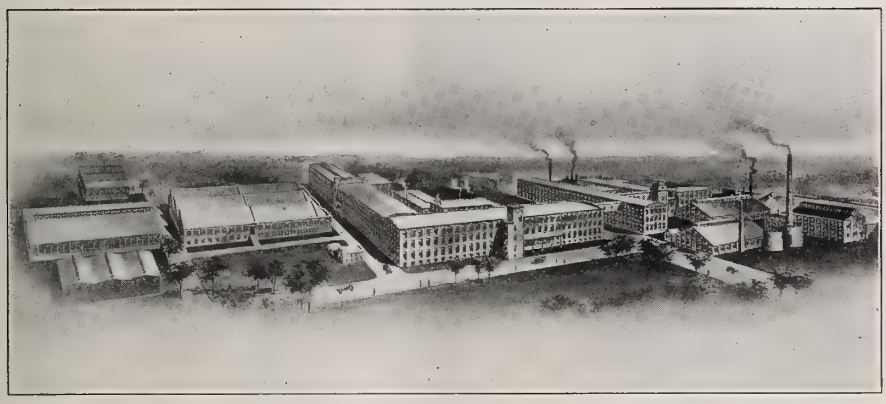
New Departure Bells

New Departure Cyclometers

and your counters, walls and windows showing

New Departure Signs, Booklets

FOLDERS, ETC., ETC.



The demand for New Departures was never so extensive as now. Our big factory has been running twenty-three hours a day, six days a week for months, filling orders. We have been busy before, but never like this.

WHY? Because the New Departure coaster brake is better made than ever before. Progress in the art of treatment of the steel has resulted in important improvements that make all the wearing and working parts practically and actually tool steel—indestructible.

The design remains the same so that all parts of the present model are interchangeable with parts of models for several years back.

One dealer writes, "The 1911 refinements have given us a faultless brake." Another writes, "It is 100 per cent better," etc., etc.

The dealer who stocks New Departures offers his customers the best. The dealer who does not stock New Departures is surely driving trade to his competitors.

Write Us for Catalog—Write Your Jobber for Prices

THE NEW DEPARTURE MFG. CO., Bristol, Conn.

Coaster Brake Licensors



Bicycle Repairmen Joyous Over the "TIP-TOP" Offer

It's a real live WINNER. That's why bicycle repairmen everywhere are shouting for it. The "TIP-TOP" offer on NEVERLEAK Tire Fluid means a lower price to you, and twice the usual number of certificates.

These same Neverleak certificates bring you many premiums that are really worth having. Not a trashy one on the list.

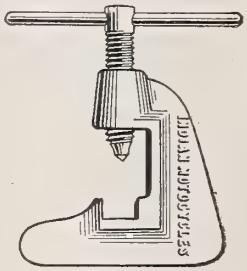
It will pay you every way to handle the "TIP-TOP" proposition. Just ask your jobber about it and learn what a big WINNER it really is.

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PATTERSON-of Brooklyn

Agent for INDIAN, PIERCE and NEW ERA Motorcycles and Quick Delivery Tri-Cars

We sell everything made for the motorcycle, and have the largest retail stock of parts and accessories in Greater New York. Large variety of all makes of repaired and guaranteed used motorcycles. List mailed on application. If you do not like your local agent's offerings, try us.



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It is the Renold chain tool, originated by Hans Renold, maker of the famous Renold chains. It takes the standard ⅝-inch chain, and is amply strong for the powerful action that it brings to bear in removing or replacing a link, either on the road or in the shop. Price 75 cents.

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THE most satisfied motorcyclist is not necessarily the man with the reliable motorcycle, but the one who has both a comfortable and reliable machine—that's no other than the N. S. U. *Send a postal for catalogue.*

N. S. U. MOTOR COMPANY

206 West 76th St. Dept. B New York City



NEW BLACK DIAMOND TIRES
Fully Guaranteed by
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Our Leader!

The Best Tire on the Market for the Money

RETAILS AT $6.00 PER PAIR

Liberal Discount to the Trade

Egyptian cotton fabric and best grade Para rubber. Every pair means a satisfied customer.

1911 BICYCLE AND MOTORCYCLE CATALOG NOW READY

A Post Card Brings It

THE SIDNEY B. ROBY CO., Rochester, N. Y.

MOTORCYCLE TIRES AT HALF PRICE

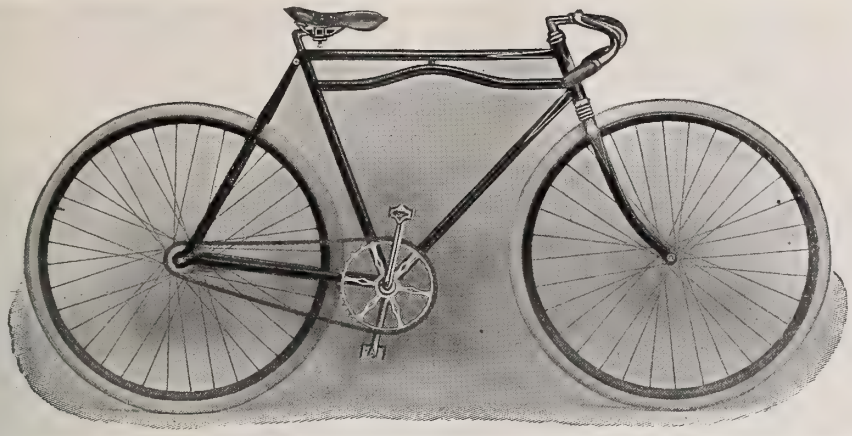
Don't be skeptical in buying these tires because the price is low. They are of standard construction (moulded type) and were made to sell at regular prices.

You take no chances in buying as we guarantee these tires to be satisfactory and to be the biggest snap ever offered in motorcycle tires. If you don't think so when you receive the tires return to us and we will refund your money. This snap won't last long, so send in your order quick if you want to save 50 per cent. on your tires.

PRICES—Single or Double Clincher
Bailey or Grid Iron Tread

26 x 2¼	$5.25	28 x 2¼	$6.25
26 x 2½	5.50	28 x 2½	7.00
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AMERICAN TIRE & RUBBER COMPANY, 1229-1231 Michigan Ave., Chicago, Ill.



Everybody Wants a Bicycle—

Are you prepared to reap the benefits of this unprecedented demand?

"Toledo" Bicycles have fully satisfied discriminating riders for SIXTEEN YEARS.

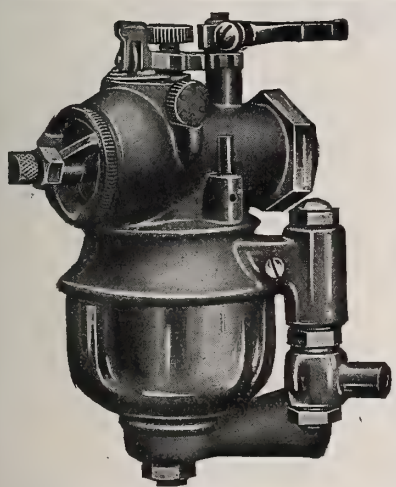
Have you investigated the merits of our
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It is a great talking point for dealers.
Better write for catalog today and investigate.

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Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nickeled and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



DOUBLE ADJUSTMENT TYPE
Glass or Brass Bowl

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The New England Racer Price $55

A WINNER

Fast Strong
Light Snappy

The Only Bicycle in the World Built for Sprint RACING on Small Board Tracks.

Three Reasons Why

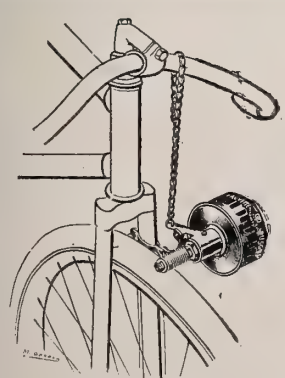
First. It brings the rear wheel four inches closer to the hanger, bringing more weight on the rear wheel, and relieves the strain from the front wheel and forks. This will be appreciated by all track riders, as it is a well established fact that in order to acquire any great amount of speed on tracks with sharp turns, it is essential to have all possible weight of the rider on the rear wheel.

Second. The **New England Racer** uses from 14 to 19 inches less chain than the average racing models. This is a big factor in racing, as a long chain is bound to swerve, and if not kept tight will jump the sprockets or catch on the top of a tooth and break. This is a frequent occurrence on board tracks. On the **New England Racer** the chain can be adjusted as loose as the rider desires without the least danger of jumping the sprockets or breaking.

Third. The rear stays being much shorter, are stronger, and will prevent the sprockets from pulling out of alignment with each other under great strain.

J.W. GRADY & CO. WORCESTER, MASS.

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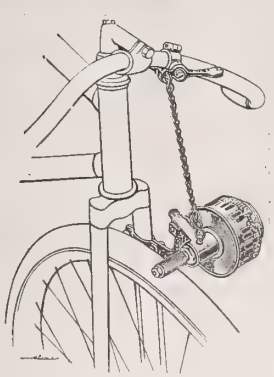
efficiently at LONG DISTANCE is assured with one of these SIREN HORNS on your bicycle or motorcycle.

Solidly constructed; operated by friction; ball bearings; nickel finish.

No. 1 Siren Without Lever
$4

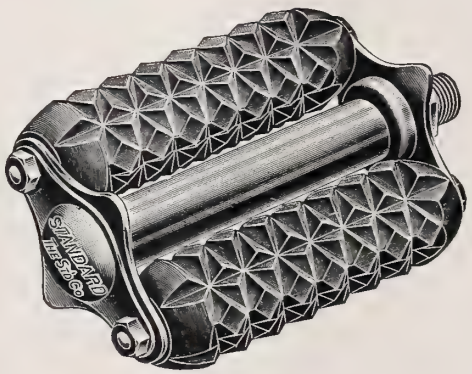
THE MOTOR CAR EQUIPMENT COMPANY
55B Warren Street, New York City

No. 2 Siren With Lever
$5



No. 2 Siren

From the feet up, there is re=silient comfort in the



No. 3 Standard Motorcycle Pedal

Plenty of rubber, of the kind that lasts a long, long time without wearing out or get=ting hard. Deep corrugations so that the foot clings to the pedal. The No. 3 Standard Motorcycle Pedals sell for $3 per pair.

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In the matter of your

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we can save you money because we have the

EXPERIENCE
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Why not let us demonstrate our ability to cut down your costs? We work to standard or special designs and use

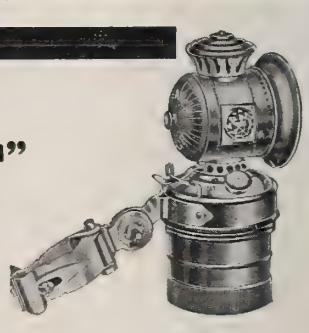
STANDARD SEAMLESS STEEL TUBING

THE STANDARD WELDING CO.
CLEVELAND
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IF IT'S A

"SEARCH-LIGHT"

(Burns Gas)



it's the best bicycle lamp obtainable. The Bridgeport Brass Company have been building "Search-Light" bicycle lamps since the inception of the bicycle industry. If it were possible to build a better lamp —a better lamp would have been on the market years ago.

Get the "Search-Light" for your wheel—power-ful, penetrating rays. Easy to operate—no trouble or care. Makes its own gas.

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HAVE WON

Recognition from Riders, Dealers, Jobbers and Manufacturers

¶ The popular demand for these tires is due to their superior construction, which insures the maximum amount of service.

¶ Furnished in two treads—"Safety" and "Anti-Slip."

"Ask Your Jobber; He Knows"

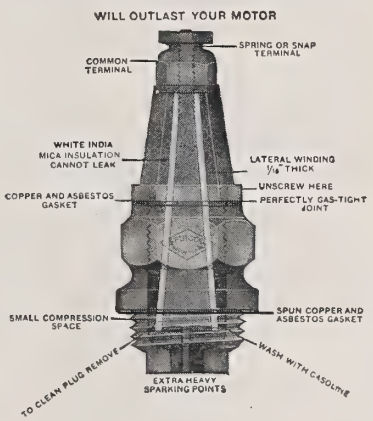
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New York Branch—43 Murray Street

Touring Season Is Here Again

Start right by fitting your mount with

SPLITDORF MOTORCYCLE PLUGS



You will thereby be sure of more pleasure and less vexation.

Being made especially for the motorcycle, they will give you better ignition right through the season than any other. For eight years they have been used by the leading motorcycle makers, and are always found among the winners in the big races and contests.

We have positive record of these Plugs which have been in constant use for seven years, and will give proof of same to any one interested.

Insist on SPLITDORF Plugs and have Perfect Ignition.

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Does the road come up and hit you? Feels as tho it did, anyway, to those who ride a rigid frame. Now, to riders of

THE FLYING MERKEL

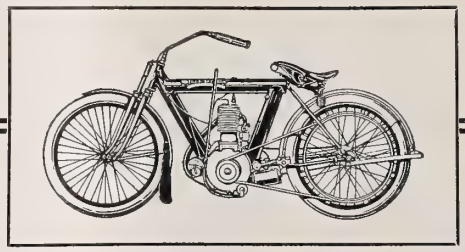
the roughest roads seem smooth.

Why?

Because it is the only motorcycle with a Spring Frame and Spring Fork. No jolting, bumping or vibration. She'll show her heels to the bunch on road or track at any time, too. *Send for catalog "D"*

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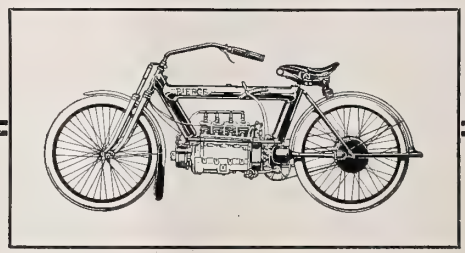
PIERCE

1911 MOTORCYCLES

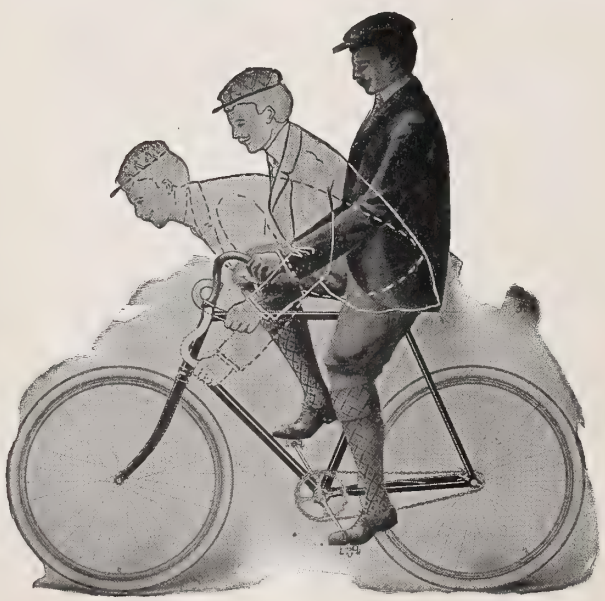
are sold, are ridden everywhere; ask any rider or Pierce agent concerning the remarkable—"the best ever"—satisfaction given by single cylinder and four cylinder

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The KELLY ADJUSTABLE HANDLE BAR



Permits those changes of position that best suit the need or mood of the rider.

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1-2 in. pitch Roller Chain



1-8 in., 3-16 in., and 1-4 in. wide

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The SWEETEST RUNNING and MOST DURABLE CYCLE CHAIN is the RENOLD ½ in. pitch Roller Chain, because:—

On a given diameter of sprocket there are twice as many teeth as for a Block chain.

The use of Rollers greatly reduces the friction between the chain and wheel teeth.

The Roller Chain permits of a better tooth form than the block.

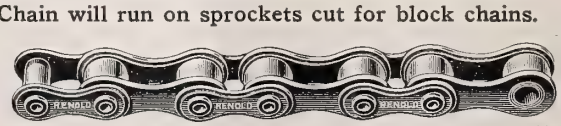
The Roller Chain, width for width, is stronger than the block.

The Roller Chain does not tighten up in mud so readily as the Block type, and adjustment for slack is not so important.

Records show that Renold Roller Chains last nearly twice as long as Block Chains.

The RENOLD TWIN ROLLER CHAIN has many of the advantages of the ½ in. pitch, and any rider can learn what these are without the expense of fitting new sprockets, because the Twin Roller Chain will run on sprockets cut for block chains.

1 in. pitch Twin Roller Chain



1-8 in., 3-16 in., and 1-4 in. wide

(616)

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HAVE QUALIFIED
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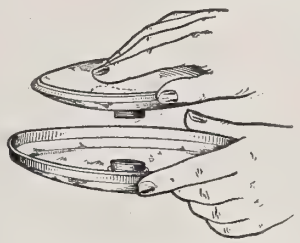
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"OLD SOL"



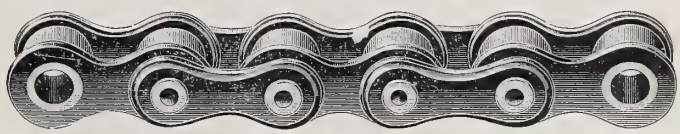
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(Trade Mark, registered April 30, 1895.)

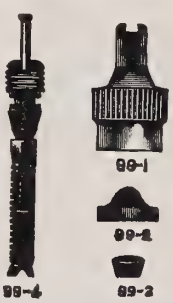
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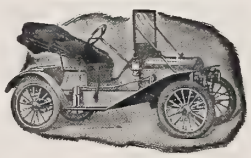
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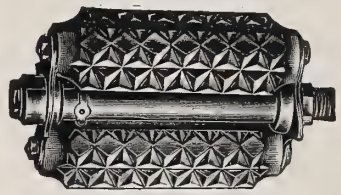


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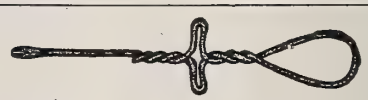


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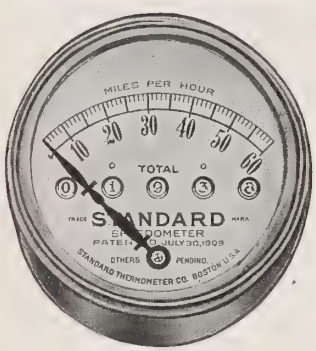
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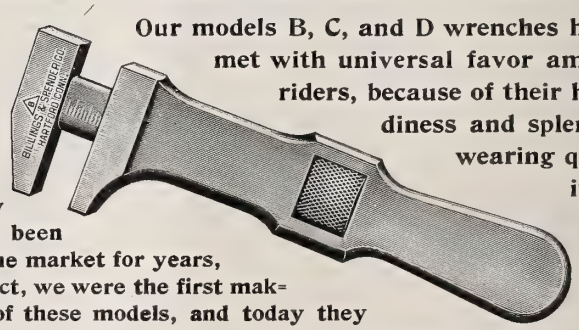
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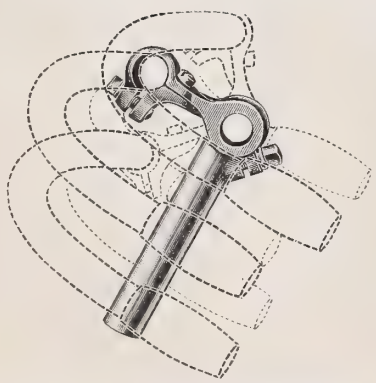
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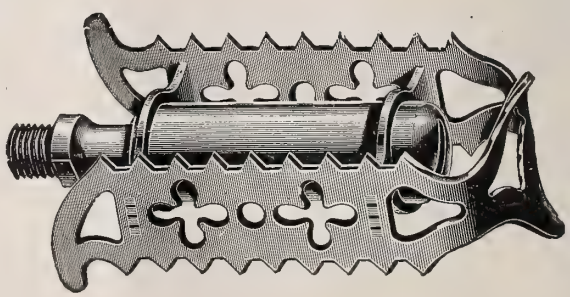


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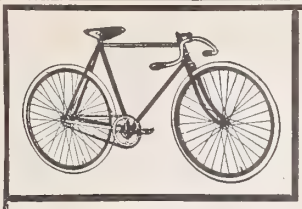


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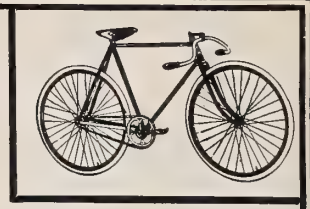
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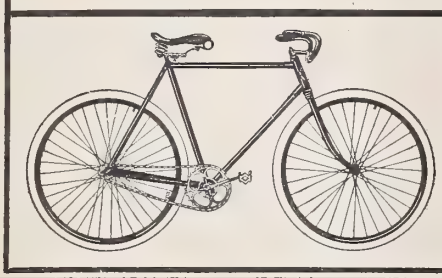


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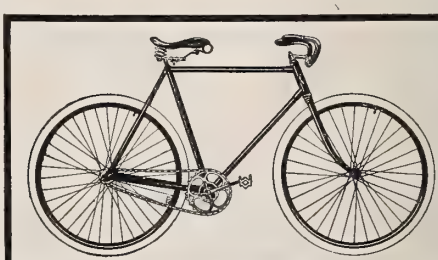
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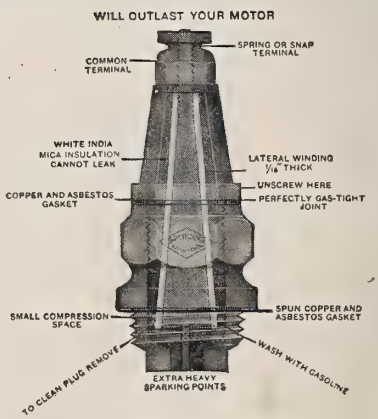
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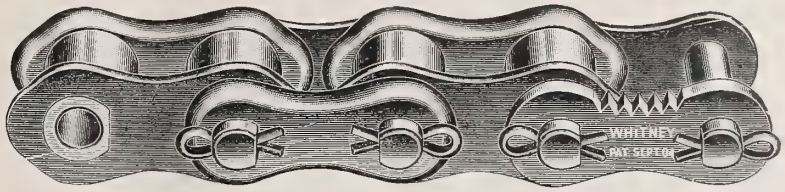
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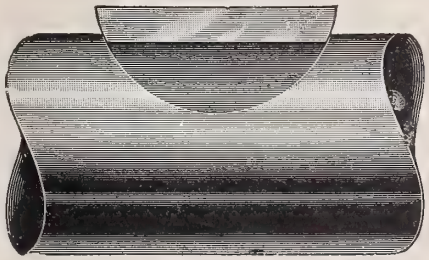
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Woodruff Patent System of Keying



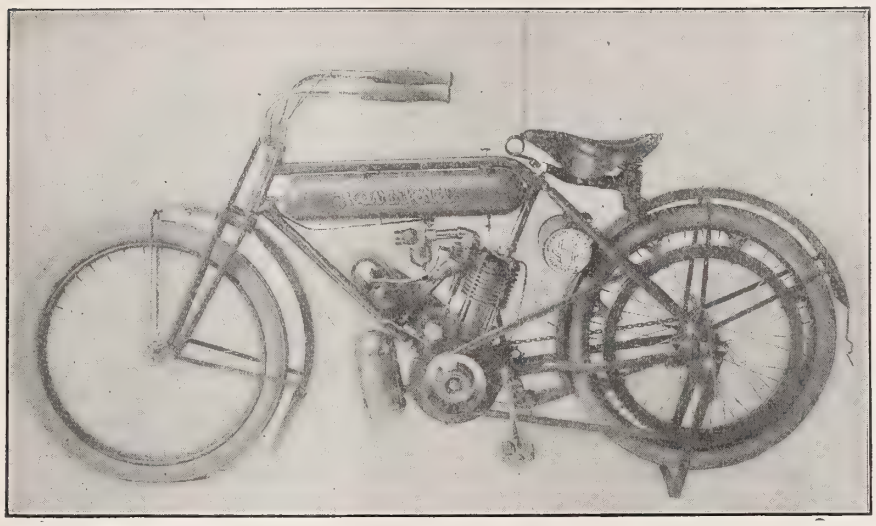
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It is impossible for a Woodruff Key to roll over in its seat. The possibility of destroying both pulley and shaft in case of accident is thus eliminated.

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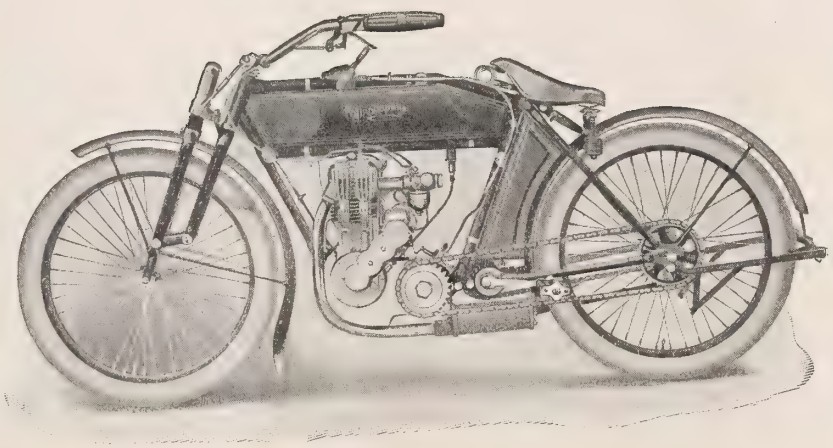
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There Will Be But One WINNER for 1911

The Minneapolis BIG FIVE

Model "N"

WITH UNIT POWER PLANT



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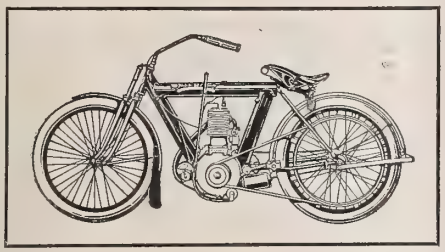
STRONG FEATURES—Free Engine Clutch, enclosed in oil-tight case. Two-Speed Gear, enclosed in oil-tight case. Enclosed Drive Gears. Only one Drive Chain, and large Sprockets. Hess-Bright Ball-Bearings throughout. Early deliveries guaranteed.

SEND FOR FULL DESCRIPTION

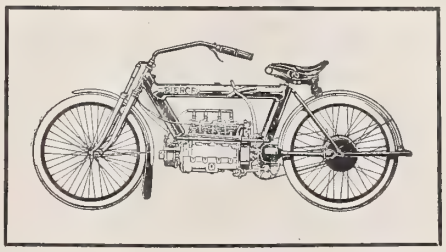
MINNEAPOLIS MOTORCYCLE COMPANY, 517 South 7th Street, Minneapolis, Minn.

PIERCE

Racing Triumph



Single and Four Cylinder Models



Pierce motorcycles are fast— very fast. The 1911 Pierce single is the fastest stock single on the market, furthermore it is the best hill-climber, the smoothest running and the most solidly constructed. It has every attribute possible to a one cylinder motorcycle.

The four cylinder travels at a mile a minute plenty fast enough.

Defeats Aeroplane and Automobile

On March 26th, J. W. Hoag, Pierce agent in Hanford, Cal., engaged in a four mile relay race with the celebrated Ely in his aeroplane, and an automobile. The course was a half mile dirt track, in poor condition.

Aeroplane, four miles, flying start. Time, ...	5.59½
Automobile, flying start, two miles. Time, ...	3.30
Pierce 1909 four cylinder, standing start, two miles. Time, . .	2.30

TIME PER MILE:

Aeroplane, 1.30 Automobile, 1.45 Pierce, 1.15

Pierce motorcycles win road victories wherever they go—they satisfy their riders.

GRAND PRIZE WINNER BUENOS AIRES CENTENNIAL

Dealers should write for the profit-making Pierce Agency.

Everyone should have our Motorcycle Catalog "A" Manufacturers Pierce Bicycles—Catalog "B"

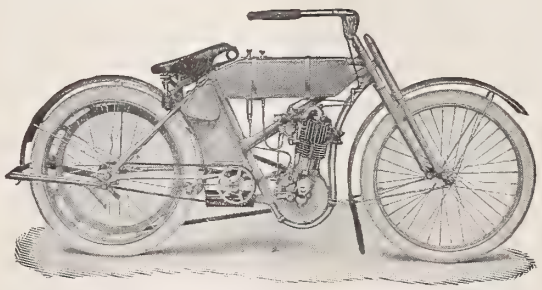
THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch—Oakland, Cal.

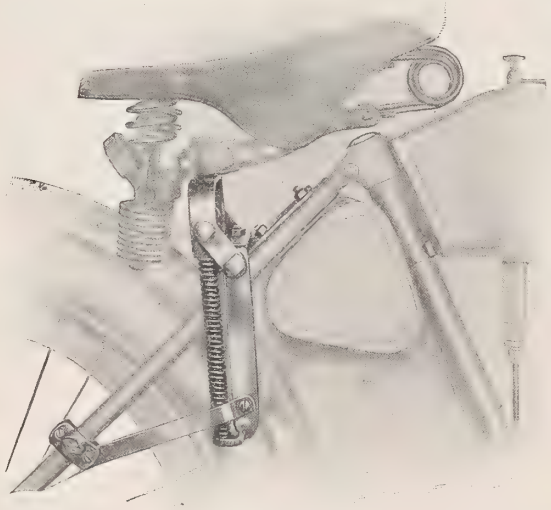
Wagner MOTOR CYCLES

"4"-"11" MODELS

"The machine that has made them all talk"



BATTERY OR MAGNETO
"V" or Flat Belt Transmission



"4"-"11" DE LUXE MODELS

—regularly equipped with the "Perfect" Shock Absorber (see cut). All vibration and road shocks positively eliminated. Affords lower saddle position than is obtainable with any spring frame or similar device, and leaves frame construction unbroken—no hinges or joints to wear and wobble.

ASK FOR CATALOG "B."

Wagner Motorcycle Co.

ST. PAUL, MINN.

ENGINE FLEXIBILITY

and the greatest range of speed control through the spark, together with easy starting, are obtained—not by magneto—but by dry cells and

Pittsfield Coil

You get a range of spark advance and retard that is practically impossible with a magneto, and you do not have to pedal to generate ignition current. Specify Pittsfield for your motorcycle.

PITTSFIELD SPARK COIL CO.

Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co.

Are You Getting Service?

YOU OUGHT TO HAVE MORE THAN TIRES, MERELY

¶You get Tire SERVICE as well as Tire MILEAGE from

Diamond MOTORCYCLE TIRES

¶Tangible benefits in the way of careful attention to every need of the motorcyclist is what we mean by Service as distinct from Tires and Tire Mileage.

¶Diamond Direct Distributing Points have been located in 54 cities of all sections. Your dealer can always get from any of them your size and style of Diamond tire.

¶But Diamond SERVICE means more than this.

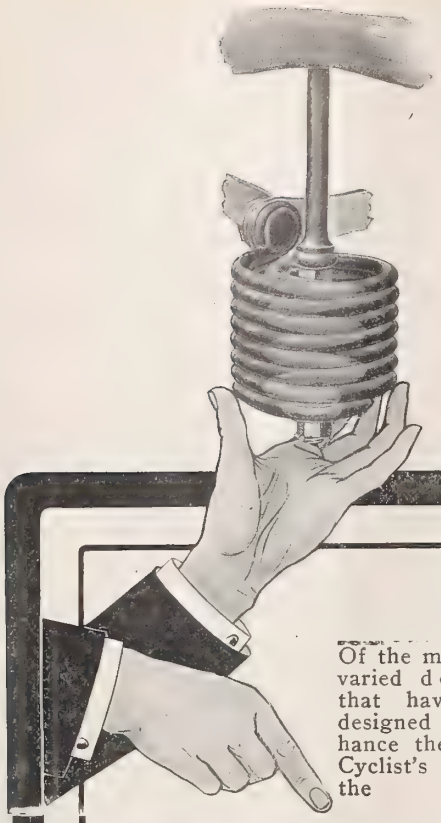
¶We have placed our own offices and our own trained men at your convenience to help you in ALL matters concerning tires. Your inquires will receive prompt and efficient attention at first hand.

¶Not only does this service go with Diamond tires—but whatever the make of tires you use we are on the ground to be of use to you.

DIAMOND DISTRIBUTING POINTS ARE IN THE FOLLOWING CITIES:

NEW YORK.....1876 Broadway
BOSTON.....223 Columbus Ave.
PHILADELPHIA.....304-6 N. Broad St.
BUFFALO.....715 Main St.
DETROIT.....265 Jefferson Ave.
CHICAGO.....1523-31 Michigan Ave.
CLEVELAND.....2017 Euclid Ave.
ST. LOUIS.....3963-5 Olive St.
MINNEAPOLIS.....105 S. Tenth St.
SAN FRANCISCO.....Mission and Second Sts.
LOS ANGELES.....1207-9 S. Main St.
PITTSBURG.....6122 Centre Ave., East End
CINCINNATI.....807-9 Race St.
DENVER.....1633 Court Place
PORTLAND.....Seventh and Burnside Sts.
KANSAS CITY.....1329-31 Union Ave.
ATLANTA.....46 Auburn Ave.
HOUSTON.....1008 Walker Ave.
DALLAS.....2028 Commerce St.
SEATTLE.....602 E. Pike St.
TORONTO.....81 Adelaide St. West
MEXICO CITY.....Avenida Morelos No. 16
NEWARK, N. J.....31 New St.
SPRINGFIELD, MASS.....317 Dwight St.
PROVIDENCE, R. I.....200 Washington St.
ALBANY, N. Y.....35-37 Central Ave.
BROOKLYN, N. Y..Tollner Blk., cor. Bedford & Putnam Ave.
WASHINGTON, D. C.....1319 Fourteenth St. N. W.
RICHMOND, VA.....707 W. Broad St.
BALTIMORE, MD.....1417 N. Charles
ROCHESTER, N. Y.....57 Monroe Ave.
SYRACUSE, N. Y.....Cor. S. Salina and E. Onondaga
TOLEDO, OHIO.....710 Madison Ave.
DAYTON, OHIO.....7 W. First St.
COLUMBUS, OHIO.....188 E. Gay St.
LOUISVILLE, KY.....S. W. Cor. 3rd and Breckenridge
NEW ORLEANS, LA.....617 Baronne St.
JACKSONVILLE, FLA.....821 Main St.
INDIANAPOLIS, IND.....120 E. New York St.
MILWAUKEE, WIS.....132 Oneida St.
DES MOINES, IA.....307 Tenth St.
MEMPHIS, TENN.....229 Monroe Ave.
OKLAHOMA CITY, OKLA.....711 N. Broadway
SAN ANTONIO, TEX.....313 W. Houston St.
GRAND RAPIDS, MICH.....15-17 Park St.
SAGINAW, MICH.....815 Genesee Ave.
OMAHA, NEB.....215 S. 20th St.
PORTLAND, ME.....16 Forest Ave.
SAN DIEGO, CAL.....1260 Fourth St.
SACRAMENTO, CAL.....728 First St.
FRESNO, CAL.....K and Merced Sts.
SALT LAKE CITY, UTAH
SPOKANE, WASH. OAKLAND, Cal.

THE DIAMOND RUBBER COMPANY, Akron, Ohio



Of the many and varied devices that have been designed to enhance the Motor Cyclist's comfort, the

BROOKS

Compound-spring

stands supreme—

This is an exclusive feature of the BROOKS COMPOUND-SPRING SADDLE, and only in such saddle can that spring, as we make it, be embodied—

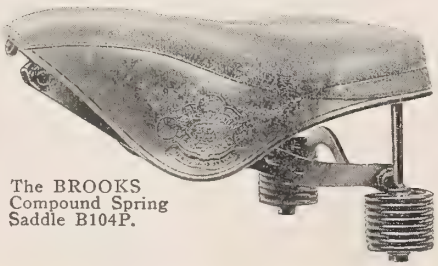
It is a feature that has done more to vanquish vibration than any other fitment, or component part thereof.

Other springs there are, but although they may have some virtues, they fail utterly in the matter of that compensating action which is essential to the rider's ease and comfort, and the dominating feature of the BROOKS.

Hence, include the BROOKS in the specification of every bicycle you sell, and thus ensure the complete satisfaction of your customer.

Sole Agents for Cycle Saddles—Brown Bros., Ltd., 22-34 Gt. Eastern St., London, E. C.

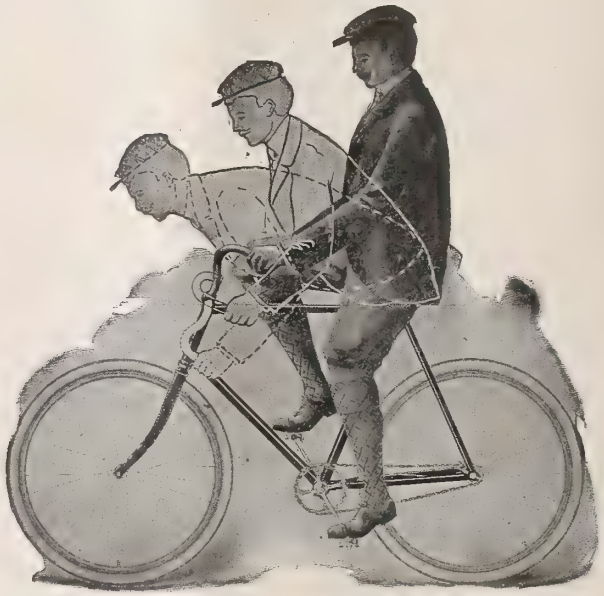
J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENGLAND



The BROOKS Compound Spring Saddle B104P.

Steering is not the only function of the handle bar!

¶ Cyclists require a proper position of the bar for the hand tension that makes the pedaling most efficient. The position must be different for different conditions, and conditions change according to changes in wind and road.



The KELLY Adjustable Handle Bar

provides that final touch to the best bicycles that makes them yield the maximum satisfaction and comfort to the rider. Man, woman or child will find the Kelly adjustable handle bar an aid to pleasant cycling.

¶ Cycle manufacturers and purchasers of bicycles in large quantities find the Kelly handle bar well worth including in their specifications.

Kelly Handle Bar Co.
CLEVELAND, OHIO

FISK

FISK BICYCLE TIRES

FISK BICYCLE TIRES

The Best Bicycle Road Tire in the World!

Be sure and ask for

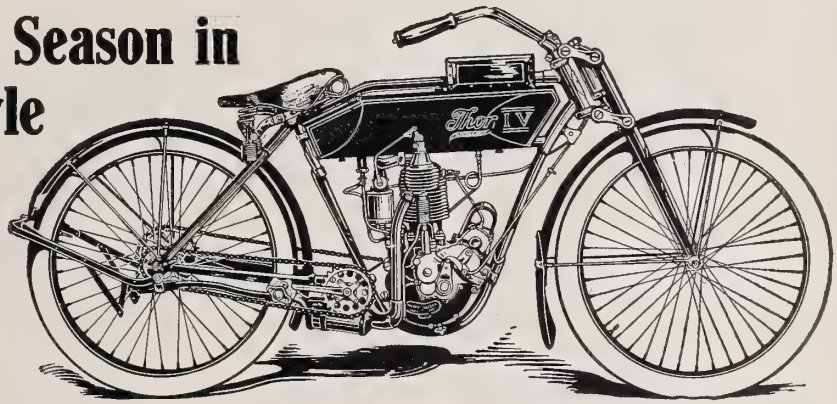
FISK 66

One of the famous FISK QUALITY products.

Write for literature to Department E.

THE FISK RUBBER CO.
Chicopee Falls, Mass.
Branches in 29 Cities.

Thor IV Opens the Season in Its Old Style



In the Jacksonville, Fla., Races, the *Thor* IV easily Won from all makes in the Private Owners Race with Stock Machines.

Here is where you should look for results for the stock machine is the one you will ride, not the special racer. Speed is a good feature but not when durability is sacrificed to attain it. The *Thor* has demonstrated time and time again that for a stock machine it has no equal.

Thor IV Motorcycles won all the important endurance contests and club championships held last season, proving its durability and speed under all conditions.

Titled "The Greatest Motorcycle of Endurance in the World" (By Public Approval)

DEALERS—GET BUSY WITH THE THOR LINE

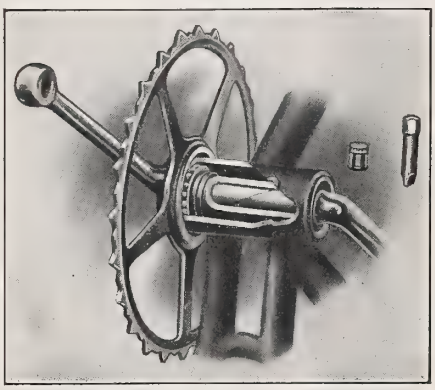
AURORA AUTOMATIC MACHINERY COMPANY

Thor Building, Chicago, Ill.

Columbia BICYCLES

Wheels That Are Made Right

HAVE you ever considered the difference between the **High-Grade Two-Piece Columbia Crank Hanger** and the ordinary one-piece crank hanger found on bicycles of an inferior grade? If not, it will pay you as a progressive dealer to look into this matter, for, as you undoubtedly know, the crank hanger construction is one of the surest ways of distinguishing high-grade bicycles from low-grade machines and upon the excellence of this mechanism largely depends the easy running qualities of a wheel. The Columbia Crank Hanger has now been in use sixteen years and during that time only one slight change has been made in its construction. There is no other crank shaft so mechanically perfect because none other is so simple, so perfectly adjusted, so accessible or so easy running. It will be noted that the cranks and axles are in effect one piece yet they can be separated almost instantly and removed without disturbing the bearing adjustments. It will also be noted that the chain pull on the Columbia Hanger comes directly over the crank shaft bearing.



Columbia Bicycles Will Build Up Your High-Grade Business.

Write for catalogue and terms.

THE POPE MANUFACTURING CO., Hartford, Conn.

QUALITY

IS THE FIRST CONSIDERATION IN THE MANUFACTURE OF

Continental=Erie Motorcycle Tires

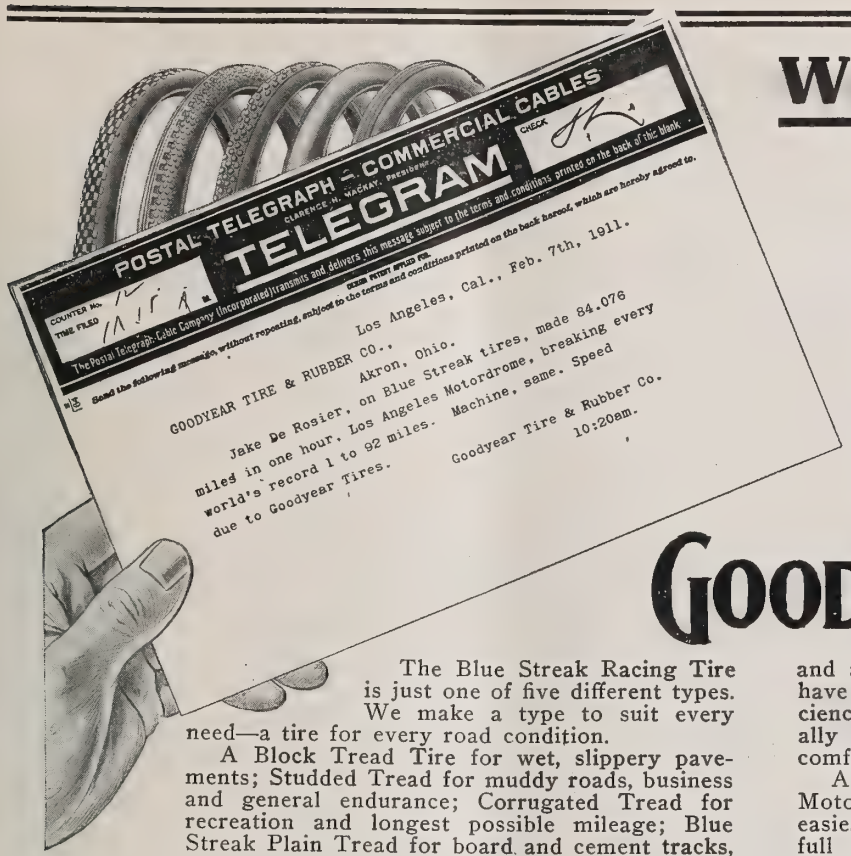
Ten years of experience in building tires should convince you that not only the best materials obtainable are used in the manufacture of Continental=Erie Motorcycle Tires but that they are so constructed as to insure the maximum amount of service on the heaviest and fastest machines.

YOUR CHOICE OF TWO TREADS—"SAFETY" OR "ANTI=SLIP"

"Ask Your Jobber—He Knows"

CONTINENTAL RUBBER WORKS, Erie, Pa.

NEW YORK BRANCH—43 Murray St.



World's Record Just Smashed

on famous Goodyear Blue Streak Motorcycle Tires. On February 7, 1911, every world's record was smashed by a motorcycle fitted with Blue Streak Tires. Read that telegram, Mr. Motorcyclist. It proves just one thing: That the strongest and the speediest tires made are

GOODYEAR Blue Streak Motorcycle Tires

The Blue Streak Racing Tire is just one of five different types. We make a type to suit every need—a tire for every road condition.

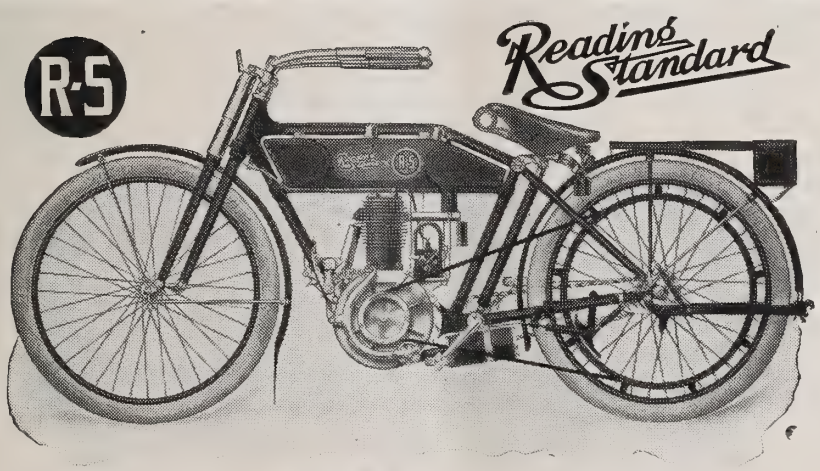
A Block Tread Tire for wet, slippery pavements; Studded Tread for muddy roads, business and general endurance; Corrugated Tread for recreation and longest possible mileage; Blue Streak Plain Tread for board and cement tracks, and a Combination Tread Blue Streak for dirt tracks. We have worked out our tires to give the greatest possible efficiency and service combined. Goodyear tires are scientifically built to give long mileage and they do it. They give comfort and entire satisfaction.

A very high quality of rubber is used in Goodyear Motorcycle Tires. They are hardest to puncture and easiest to repair. Write any branch or agency for full details.

THE GOODYEAR TIRE & RUBBER CO., Moal St., Akron, Ohio

Branches and Agencies in 103 Principal Cities

(273)



Correct Control

¶ The most vital feature in the operation of a motorcycle is the steering.

The Reading Standard

is the only motorcycle built in which every part of the controlling mechanism may be operated without removing the hands from the steering mechanism. This is only one of the many points of **READING SUPERIORITY.** Our catalog tells all about them. Write for it today.

¶ We have some valuable territory open for established dealers only.

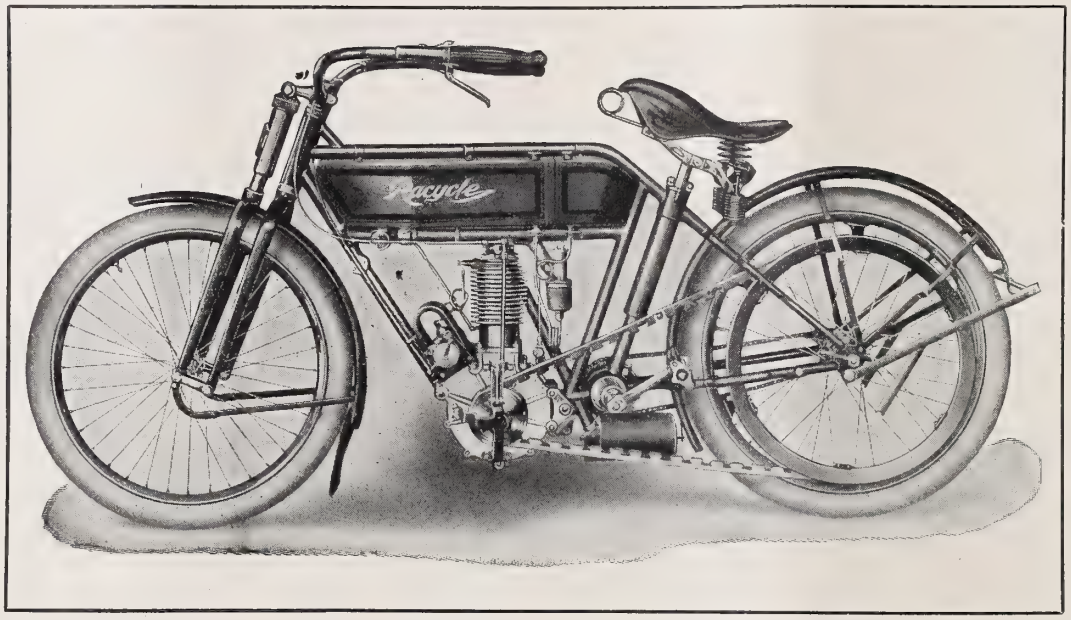
READING STANDARD COMPANY, 310 Water St., Reading, Pa.

Quality Means Economy—"Racycle" Means Both

Riders will tell you that the 1911 4 Horse Racycle with Free Engine Clutch will take the hills "like a scared rabbit."

Flat
or
V Belt

Battery
or
Magneto



Free Engine
or
Idler

Spring
Seat
Post

It takes just a twist of the wrist to operate the clutch.

The Musselman Air-Cooled Motor Brake

gives you that feeling of safety and security that is so absolutely necessary to perfect enjoyment and comfort in riding. Walter Bryson, after his trip from Los Angeles to San Francisco and return over the mountains, says: "On the very steepest grades, the armless, air-cooled Musselman Coaster Brake proved entirely efficient."

It's as Powerful and as Certain as an Air Brake

WRITE FOR 1911 FREE CATALOG

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers

DISTRIBUTORS:

F. M. JONES, Los Angeles, Cal.
EDWARDS-CRIST MFG. CO., Chicago, Ill.
PACIFIC COAST RUBBER CO., Portland, Ore.; Tacoma, Wash.
GUS HABICH, Indianapolis, Ind.
GEO. H. GREISS, Philadelphia, Pa.
E. A. WILLIAMS, Minneapolis, Minn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, April 15, 1911. No. 4

M. M. A. GETS $3,000 DIVIDEND

Its Share of Garden Profits Larger than Last Year—Dates Already Set for 1912 Show.

The two weeks' show in Madison Square Garden, New York, in January last, netted the promoters, the Licensed Association of Automobile Manufacturers, a profit of $119,000, of which 50 per cent. has been returned to the exhibitors in the form of dividends. As its share the Motorcycle Manufacturers' Association will receive $3,065. Last year its dividend amounted to $2,400.

Although there are persistent rumors that the Garden has been sold, its sale will not affect the 1912 show, as all leases at present in force must be carried out by any purchaser. As usual, the show will occupy the first and second weeks of January. The opening has already been set for the 6th of that month.

Bohsens Open Two Stores in Oranges.

Known among their intimate fellows as the "Gold Dust Twins," because of their fair hair and skin, Andrew and Peter Bohsen, two well known motorcycle riders of West Orange, N. J., have gone into the trade, and have secured the Reliance agency. Under the style of Bohsen Bros. they have opened two establishments, the headquarters being located at 75 Washington street, West Orange, and a branch at 508 Main street, Orange.

Where the Demand is for Twins.

According to John R. Ball, secretary-treasurer of the Merkel-Light Motor Co., who was in New York on Monday last, the chief trouble they are encountering at the Pottstown (Pa.) factory is lack of room. Despite the fact that the offices now occupy a separate building, the five stories of the factory proper have proved inadequate, so generous has been the Merkel share of the demand. Mr. Ball stated that though they fought against it as long as possible, the Merkel people finally have been compelled to employ separate night and day shifts. The demand, he added, is running more than two to one in favor of twins

Big Clothing House Takes on Cycles.

Marking a distinct innovation for a firm of such national prominence, and indicating a noteworthy recognition of the increasing popularity of the motorcycle and the renewed favor which the bicycle is enjoying among the well to do classes, Rogers Peet and Co., New York City, just have established at their Broadway and 31st street store a department devoted to outdoor sports, which is handling a complete line of sporting goods including motorcycles and bicycles. In the former they offer the complete N. S. U. line, while in bicycles the Columbia, Hartford and Ideal brands are carried. Anthony Fiala, the well known explorer, is in charge of the department.

Dunn Returns from Pacific Coast.

H. T. Dunn, president of the Fisk Rubber Co., Chicopee Falls, Mass., has returned from his trip to the Pacific Coast. He made a tour of the Company's branches, his route taking him as far south as Atlanta and New Orleans. A new Fisk branch has recently been established in the latter city.

Diamond Opens Two More Branches.

The Diamond Rubber Co., of Akron, O., has opened branches in Saginaw, Mich. and Toledo, O., for the distribution of its tires. In the latter city the branch is located at 740 Madison avenue, with C. W. Greene in charge.

"CLEANED OUT" THE RUBBER SHOP

Big Purchases of Tires that Moved Quickly —Receiver in Charge and Hare is on the Run.

Neither Harold H. Hare nor Charles H. Seifert are any longer in charge of either The Rubber Shop at 6 Bradford place, Newark, N. J., or the Auto Tire and Repair Shop, on Halsey street, in the same city. A receiver, Francis Child, Jr., is in possession. Hare is said to have lived up to his name and "streaked it" for parts unknown, and though Seifert is in Newark he is very anxious for folks to believe that he retired from The Rubber Shop several weeks ago.

Behind the receivership is a tale of unusual rascality. Seifert implies that Hare is the "goat," but it is certain, at any rate, that before the receiver took control of it The Rubber Shop had been pretty well "cleaned out." In preparation for the "cleaning," the Shop ordered large shipments of tires from New York branches of practically all the well known American tire manufacturers; the orders were placed late in March and were to be paid for, subject to cash discount, in 10 days. As one of the partners in the Shop once had served as credit man for a big tire factory, the account was considered a safe risk. When suspicion was aroused, however, it was found that there were no tires in The Rubber Shop; further investigation disclosed that three negro truckmen had been engaged to "move everything in the place to New York;" the work was performed on Friday night last and the negroes were unusually well paid for it.

They carted the tires, $15,000 worth, to the store of the Braunwarth-Weiss Co., 981 Eighth avenue, New York, and when it was

located, the tire makers, who had engaged counsel and applied for a receivership, quickly secured an order restraining the New York house from disposing of the goods, and summoning the partners to court. They claimed to have purchased the tires, but differed as to amounts paid for them; one placed the figure at $12,000; the other at $5,000. In order better to serve the creditors' interests, the United States court in New York appointed as anciliary receiver the same man selected in New Jersey.

The missing Hare is said to have made his departure in a fine new automobile for which he paid $50 on deposit.

New Comers in Motorcycle Business.

H. M. Howe has opened a motorcycle store in Palmer, Mass. It is located on Main street.

L. S. Marchand, of Larwill, Ind., is handling the Marvel motorcycle. He has taken four counties in northeastern Indiana.

The Marvel Motorcycle Agency, 105 S. Warren street, Trenton, N. J., has closed for the Marvel again, for 1911. J. H. Hearnen and H. F. Erb are the proprietors.

R. N. Willer, 408 South Sixth street, Springfield, Ill., has taken the agency for the motorcycle made in Springfield, Mass. He will handle the Indian as a separate department from his plumbing business.

Shirley Carrell, of Hartford City, Ind., has taken a location on West Washington street, west of the old Hartford hotel, for a bicycle repair shop. He will open the place for business about the first of May.

Malvern Homan, of Reading, Pa., is acting as sub-agent for the Merkel line of motorcycles. He is located at 27 South Tenth street, and has taken a window display for the Merkel at A. S. Weber's cigar store, 29 South Fifth street.

Ide Joins New Departure Staff.

John R. Ide, of Detroit, Mich., has joined the sales organization of the New Departure Mfg. Co., of Bristol, Conn. He will continue to reside in Detroit, where he has been with the sales department of the Hyatt Roller Bearing Co., and will be connected with the New Departure Western branch, which is shortly to be opened.

Hendee in Larger Quarters in London.

The London office of the Hendee Mfg. Co., Springfield, Mass., has moved a couple of doors further down street. From its former address of 184, Great Portland street, W., it has changed to larger quarters at 178, Great Portland street, W.

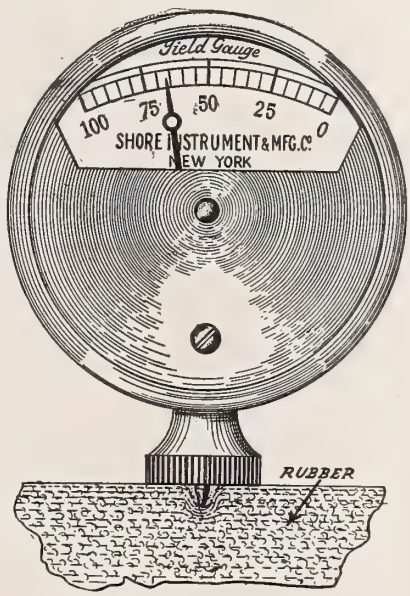
Pearne Becomes a Sales Manager.

William S. Pearne has been appointed sales manager of the Briggs & Stratton Co., Milwaukee, Wis., makers of ignition apparatus. He formerly was connected with Julius Andrae & Sons Co., of that city.

FOR TESTING QUALITY OF RUBBER

Ingenious Instrument Designed to Improve on Biting and Pinching Methods—How It Indicates Elasticity.

While it generally is known that the testing of the materials of which automobiles are built constitutes one of the most important operations incident to their manufacture, the extent to which testing apparatus recently has been developed is, perhaps, not so well known. Up to the present time numerous methods have been devised for measuring the hardness of metals or other comparatively hard materials,



SHORE YIELD GAUGE

but until recently no way had been found to measure the comparative hardness or flexibility of such soft substances as rubber or leather or compositions.

Owing to the peculiar characteristics of rubber the accurate determination of its degree of hardness or flexibility is difficult, this being due in part to the fact that in the elastic form in which it is used most commonly for commercial purposes, it can be neither scratched nor permanently deformed as is done when other substances are tested. Recently, however, a device which is styled a "Yield Gauge" and which is designed for the testing of such soft substances, has been brought out by the Shore Instrument & Mfg. Co., 555-557 West 22d street, New York City.

The device is the invention of William F. Shore, the originator of the Scleroscope, an instrument for the testing of metals by a not wholly dissimilar principle. The instrument, which is shown in the accompanying illustration, operates by being pressed on the material to be tested, the indicating hand which normally rests at 100 indicating no yield, moving in direct proportion to the amount which the lower jection sinks into the substance. If, in testing a substance the indicator hand shows a deflection of five degrees there has been a yield of 95 per cent. and a resistance to yield of 5 per cent., which latter figure may be taken as the relative hardness of that material. If, on the other hand, a very hard substance having practically no yield is tested the indicator hand will swing back to the zero mark, indicating no yield.

The gauge is intended to take the place of the old and inaccurate methods of testing rubber by biting it or by indenting it with the finger nail and relying on the sense of touch to indicate the flexibility. As the indications show the same relative qualities in all materials, it is evident that two good tires, for instance, would show approximately the same degree of flexibility and that a poor or slightly hardened tire would show a relatively higher degree of hardness, though this must necessarily vary with the make of tire and in solids and pneumatics. According to the scale of limitations which has been worked out by means of the gauge, a good tire should show a yield of between 55 and 60 per cent., while a poor one shows a yield of only 35 to 40 per cent.

Glanz's Plug for Motorcycle Tires.

Neglected small cuts in motorcycle casings are responsible for a large proportion of the short lived tires that motorcyclists are constantly kicking about, and wondering why such is the case. One of the most potent reasons for this neglect of small cuts, aside from the general disposition of riders to postpone as long as possible any needed attention to their tires because the work generally ties up their machines, is that the cost of vulcanizing a quarter inch hole in a casing, and an aperture three times as large, practically is the same, and the average rider cannot see the wisdom of paying the rather high cost of vulcanizing for small holes in the casing. With the idea of providing an easy and quick method of repairing at small cost small holes in moorcycle casings, Joseph Glanz, 379 Capital avenue, Hartford, Conn., has brought out a motorcycle size of his well known "collar button" type of bicycle tire plug. The plugs are made in a variety of sizes up to one-fourth inch stems with one inch bottoms. One of the advantages claimed for the plug is that it necessitates no cutting, burning or otherwise enlarging the hole in the tire, and easily may be inserted with a special tool which is provided with the box of plugs and cement.

Frenchmen Find New Rubber Supply.

According to the French Academy of Sciences a new source of rubber supply has been found in the Malay peninsula and archipelago. The substance is a gum containing from 10 to 20 per cent. of pure rubber, and is found in abundance in the forests of southeastern Asia.

TIRES CONCEIVED 60 YEARS AGO

Present Day Innovations that Are Not Originations at All—Thomson Foresaw Even Spring Tires.

Although J. B. Dunlop generally is acclaimed the inventor of the pneumatic tire, and though he undoubtedly is responsible for its adoption, that he was not the first inventor is fairly well known. That honor belongs to one R. W. Thomson, of Adelphia, Middlesex county, England, to whom, in 1847, a patent was issued, of the existence of which, however, Dunlop was unaware when, some 40 years later, he devised an inflated tube for his son's tricycle.

Dunlop was a veterinary surgeon who long had lived in Ireland, where he still resides. He was born in Scotland, however, and only last year it was proposed to erect a statue of him in the city of Edinburgh. A committee was formed and a considerable fund pledged when Thomson's son filed a protest, and as a result the Edinburgh authorities refused to recognize Dunlop as the first inventor and declined to permit the erection of the statue.

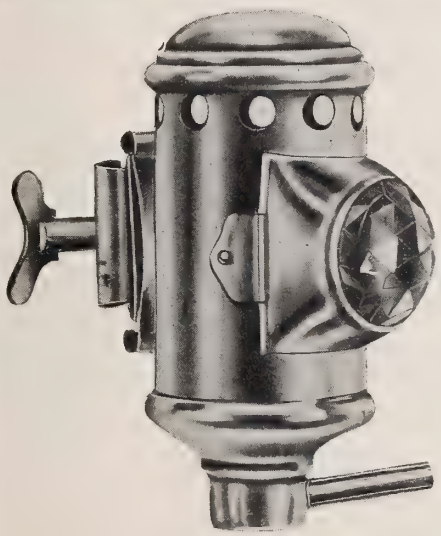
While these facts are of comparatively recent record, it is not so well known that Thomson not only patented the idea of an inflated tube, but that his descriptive claims cover practically all of the many adaptations of the pneumatic principle which were "originated" 50 years later, after the tire had come into practical and extended use, and which in fact are still being "originated." These include such things as a leather casing, Thomson's patent describing "a leather belt including an inner casing of canvas saturated with rubber and sulphurized, and a strong outer casing," the tire being "distended with air, preferably by a small pipe fitted with an airtight screw cap," instead of the valve in use today.

The leather tire, however, is, as stated, but one of the innumerable family of "innovations" which since have seen the light, Thomson's patent mentioning even that will o' the wisp which still is being pursued so indefatiguably—the spring tire. He not only suggested that his belt or tire might be "distended with a metal spring," but that it might be distended by "sulphurized pieces of rubber, horsehair or sponge," thus foreseeing most of the various forms of the non-puncturable tire. He also described a wheel having "a series or cluster of small or circumferential tubes enclosed in an outer casing," while as another modification he described a pet idea which has taxed the brains of many latter-day inventors—the tube which is divided transversely into a number of separate air-tight compartments, each having its filling tube.

Although Thomson's tire was designed for use on horse-drawn vehicles, and though it was completely lost to sight until Dunlop had achieved world-wide success, Thomson, nevertheless, had well defined ideas of the benefits which accrue from the use of air tires, as he refers to "the small amount of power requisite to propell a vehicle equipped with pneumatic tires, the absence of jolting and noise, the high speed attainable and the gentle motion resulting from the use of the new construction."

Baker Brings Over a Tail Lamp.

Tail lamps, which are one of the many things that motor car drivers have to worry about, cause the motorcyclist little or no concern, because he is not required to carry one. However, some careful few, who feel that in displaying a tail lamp on



their machines they are giving themselves added protection from rear-end collisions, as well as warning other road users of their presence, have fitted rear red signals to their machines. Heretofore there has been no real lamp for motorcycles on the market, probably because of the lack of a reasonable demand for such, and the only devices of the sort available were a red reflecting bulls eye that required the rays of another light to render it of any value, and a bicycle lamp with a tiny red rear bullseye. It has remained for F. A. Baker & Co., 10 Warren street, New York City, to offer the first real tail lamp for motorcycles. As the accompanying illustration shows, the lamp is of neat design, small and light in weight, all desirable features for such purpose as it is intended for. It is an imported article and burns acetylene gas, which may be taken either from a generator or gas tank.

Making a Magnet of a File.

Small nuts and washers or other small parts which have fallen into the crankcase may often be removed without the necessity of dismantling the engine by means of a magnet. By taking about a dozen turns of one strand of the cord to which a lighted electric lamp is attached around a file it will be magnetized quite strongly enough for the purpose.

TO KEEP CUSTOMERS SATISFIED

Part that Full Stock of Parts Plays in Attaining that End—Spring Leaves as an Example.

Dealers who handle machines fitted with spring forks of the leaf type will find it advantageous to carry in stock, to meet calls for replacements, several of these leaves in various colors to match the standard finishes in which the motorcycles of that particular make are sent out. It is no reflection on any leaf spring fork to say that spares should be carried by the dealer, for the leaves do break just as on the finest motor cars, where thousands of dollars have been spent in an endeavor to obtain springs that would be easy riding and stand the punishment that roads inflict.

On leaf spring forks it usually is the long leaf with the curled under end that breaks, as this member carries the greater part of the load that is imposed on the front wheel. Therefore this leaf should be carried in greater quantity and variety of finish than the smaller leaves. When a motorcyclist comes in with a broken spring leaf, it is a wise dealer that will see that he goes out with a good one even if a machine on the floor or in the shop has to be stripped to accomplish the repair.

It should be borne in mind that a satisfied rider is the best advertisement a dealer can have, and a rider is not apt to be in a pleasant state of mind if he comes in for a part and finds that he cannot obtain it inside of several days. Let a motorcyclist stop riding and it will not be long before someone will notice it and inquire the reason. There are few riders who if unable to ride because of delay in replacements will not blurt out the cause without hesitation, and as bad news travel fast it soon reaches the ears of rival dealers. Then the dealer who did not strain a point to keep his customer in good humor by making a replacement promptly begins to hear that "the ——— fork springs break often and that riders cannot get parts for several days." However unjustified such statements may be, they nevertheless make an impression on prospective customers, and furnish a vital reason why dealers should make a special effort to make prompt replacements on damaged parts.

Baseball Sent with Every Bicycle.

Taking a leaf from the soap makers, breakfast food people and other concerns who give premiums to stimulate the sale of their goods, the G. H. Westing Co., 229 Massachusetts avenue, Indianapolis, Ind., motorcycle and bicycle dealers, are this week giving away baseball suits to all youngsters who purchase bicycles. The plan is working well, and Westing expects a new sales record when the week is up.

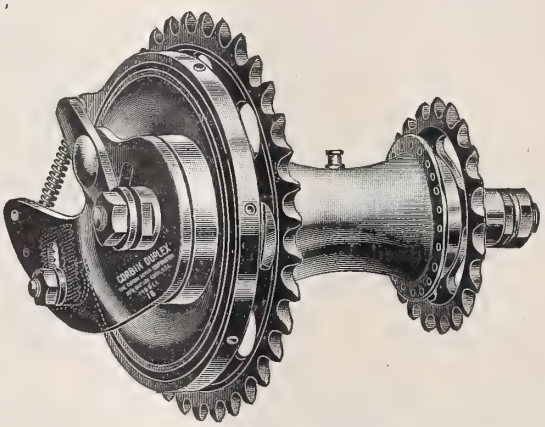
The demand for Corbin brakes is this season more than double what it ever was before. Corbin quality and satisfaction cause that demand.

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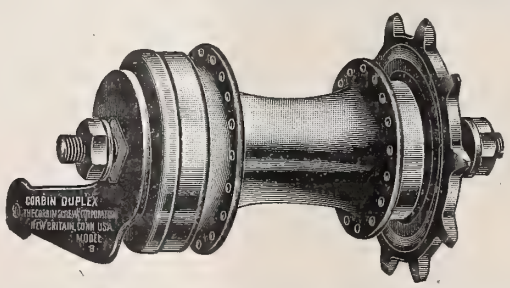
Corbin V-Band Motorcycle Brake

Built on a scale commensurate with the duties of a high speed motorcycle brake.



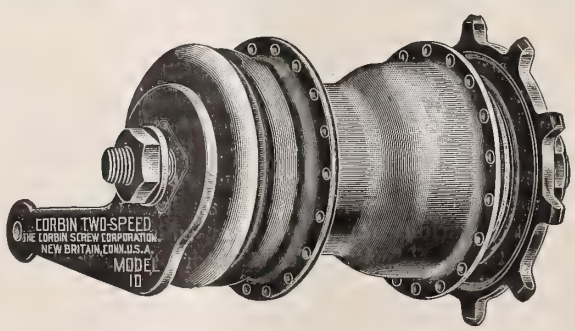
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In every part and function a truly perfect coaster brake.



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Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.



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NEW YORK, APRIL 15, 1911.

"Speechmaking" at Club Banquets.

Enjoyable though they may be in many respects, motorcycle and bicycle club dinners and banquets are as a rule a period of extreme uneasiness and embarrassment for a majority of those present from the moment that the toastmaster begins his introductory remarks. The reason for this embarrassment is that few riders of either motorcycles or bicycles, who of course form a majority of those present at such affairs, have the ability to stand up at a formal gathering, where usually there are many ladies, and talk smoothly and intelligently on any subject.

The average man at a banquet may be quite an "orator" at a club meeting or quite an entertainer among his fellows, but when called on to speak at a formal gathering he usually becomes possessed of "stage fright," and either becomes tongue-tied or "rambles" in a fashion not usually agreeable to behold nor to listen to. This sort of thing could be avoided and such occasions be made plesant for all if the entertainment committee would but provide a set program and adhere to it instead of leaving it to the toastmaster to call at random on members and guests who cannot acquit themselves creditably.

It would be better to have a fixed program of speakers, with subjects previously assigned, so that they would have time to prepare remarks that could be delivered in an interesting manner and without the halting and stumbling that too often characterizes the post prandial exercises at the average function. In addition it would set everyone at ease if the toastmaster announced that only those would be called on to whom subjects previously had been assigned.

The gift of public speech is rare and not easily acquired.

Word that it is Well to Avoid.

In its place the word "game" is fitting and proper; out of place it usually conveys unpleasant suggestion. Applied as a descriptive of a serious industry, or an industrial movement, it is not merely undignified, but belittling; it suggests that the industry is unstable, that it is full of gambling risks and unwholesome chances. Despite the fact, reference to the "bicycle game" and the "motorcycle game" is by no means unfamiliar. They are "sporty" terms which fall readily from the tongue of the unthinking and the sportively inclined. Some of those who employ the characterization appear to fancy that it betokens either or both intimate acquaintance with the business and smartness of intellect or expression.

It would seem time, however, that effort were made to check the use of the word. Of course its employment has not been restricted to either the bicycle or the motorcycle business. The automobile industry likewise has suffered its effects. In the latter trade, however a determined effort to eliminate the belittling and unpleasantly suggestive term is in progress. Several of the better known manufacturers have forbidden its use by their employes. In fact, the president of one of the biggest concerns in the entire automobile industry has gone so far as to issue printed and signed instructions that the word "game," as a descriptive or characterization of the automobile business, shall not be used in conversation or in correspondence by any of the company's thousands of employes.

The Bicycling World and Motorcycle Review is no purist, but the offensiveness of the word "game," when so improperly implied, is such that it cannot but hope that there are those in the bicycle business who will emulate the example of the automobile manufacturer who has resorted to the use of such a determined and wholesome measure to prevent the belittlement of the industry in which he is engaged, however unthinking or unconscious the belittlement may be in individual instances.

The Endurance Run and the Meet.

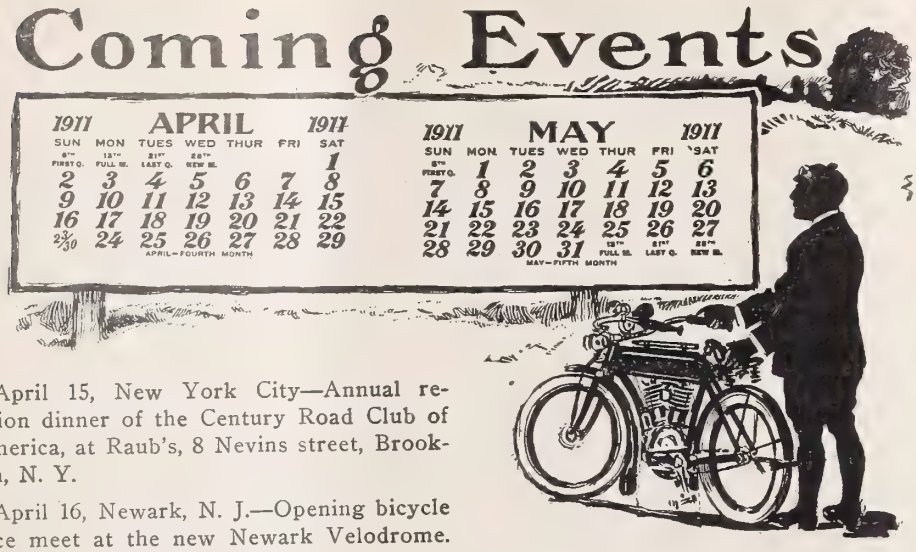
The proposal to eliminate the national endurance contest as a feature of the F. A. M. meet is one that should be given uncommonly thoughtful consideration.

While there is no doubt that the touring side of motorcycling requires and deserves encouragement, and that its development is very much to be desired, and that ultimately it will serve the best purposes of the trade and pastime, the promotion of an organized tour or tours as a substitute for the endurance run necessarily must be so much in the nature of an experiment that none can foresee its result or measure its probable success. The endurance contest, on the other hand, is a known quantity and its success is foreordained. The competitive spirit runs high and is difficult to check. For that reason it appears reasonably certain that if the endurance contest is eliminated from the national meet, it promptly will be taken up elsewhere. It always has served to give publicity and it also has brought to the meet a sufficient number of visitors from a distance to assure it a truly national complexion; and all who ever have had to do with the annual function are only too well aware that the number of such visitors is none too numerous.

The idea of national and converging tours possessed the leaders of the F. A. M. as early as 1906. In that year both an endurance run and a tour were a part of the national program. When first announced it seemed that the tour would be a rousing big affair, but as the date of the meet approached, the "prospects" dwindled in number until only a corporal's guard actually put in an appearance.

In view of the present agitation that experience points to a moral. With much larger numbers to draw from, a tour has more chances of success, but it certainly appears that the safe way is to provide for both a contest and a tour. When the touring "spirit" mounts higher the contest then might be eliminated without imperiling the success of the meet.

Coming Events



April 15, New York City—Annual reunion dinner of the Century Road Club of America, at Raub's, 8 Nevins street, Brooklyn, N. Y.

April 16, Newark, N. J.—Opening bicycle race meet at the new Newark Velodrome.

April 16, New York City—Harlem Motorcycle Club's closed club meet at Brighton Beach track.

April 16, New York City—Century Road Club Association's ten mile handicap road race, Floral Park, L. I.; open. Rain date, April 23.

April 18, Buffalo N. Y.—Motorcycle Manufacturers' Association meeting at Hotel Statler, 10 a. m.

April 19, Boston, Mass.—Boston Motorcycle Club's fourth annual Patriots' Day run to Worcester; open.

April 19, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Providence, Boston and return; 136 miles. First section.

April 21, Redlands, Cal.—Mile high motorcycle climb.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

April 30, New York City—Eastern Division C. R. C. A. spring century; open.

May 7, New York City—Harlem Motorcycle Club's club championship races at Brighton Beach track.

May 7, New York City—Empire City Wheelmen 15 mile handicap bicycle road race, open, starting from Floral Park, L. I.

May 7, Chicago, Ill.—Second annual reliability run of the Chicago Motorcycle Club to Waukegan, Libertyville, Elgin, Aurora and return.

May 7, New York City—New York Motorcycle Club's annual double spring century run to Southampton, L. I., and return.

May 14, Guttenberg, N. J.—Opening motorcycle race meet on Guttenberg track.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 21, Baltimore, Md.—Crescent Bicycle Club's spring 50 mile pleasure run.

May 21-22, Seattle, Wash.—Two day endurance contest of the Seattle Motorcycle Club to Vancouver, B. C., and return.

May 24, Toronto, Canada—Toronto Motorcycle Club's endurance run to London and return, 256 miles; open.

May 28 and 30, Chicago, Ill.—North Shore Motorcycling Club's two day race meet on Hawthorne track.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 28-29-30, Cleveland, O.—Three day endurance run of Cleveland Motorcycle Club

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Chicago, Ill.—North Shore Motorcycling Club's race meet at Hawthorne track; open.

May 30, Bridgeport, Conn.—Bridgeport Motorcycle Club's race meet.

May 30, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

May 30, Norwich, Conn.—Norwich Motorcycle Club's reliability run.

May 30, Detroit, Mich.—Racemeet of the Motorcycle Club of Detroit Wheelmen at State Fair track.

May 30, Springfield, Mass.—Motorcycle race meet of the Springfield Motorcycle Club, at the Springfield Stadium.

May 30, Elmira, N. Y.—Elmira Motorcycle Club's first summer race meet.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

June 4, New York City—Concourse Motorcycle Club's fourth annual run to Savin Rock, Conn., and return; open.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles. Second section.

June 18, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.; rain date, October 1.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

DE ROSIER'S ENGINE PROVED TRUE

Shipped from California and Officiaally Measured in New York—Examination that Ended Doubts and Wrangles.

Once and for all, and surrounded by an insurmountable wall of proof of the accuracy of the measurements taken, the much mooted question as to whether Jake DeRosier's famous 7 horsepower Indian, "No. 21," was or was not oversize, was settled on Thursday afternoon, 13th inst., at the store of F. A. Baker & Co., 2142 Broadway, New York City, when Chairman Thornley, of the F. A. M. competition committee, in the presence of several reputable witnesses, officially measured the engine and found it well undersize. Its exact displacement is 60.85 cubic inches, which leaves a considerable margin of safety inside the 61 inch limit.



DON JOHNS ON "NO. 21" WHICH WAS TESTED AND FOUND TRUE

Unusual interest attached to the proceedings by reason of the numerous bitter wrangles which have ensued among the rival racing factions in Los Angeles as to the size of the engine, and also because it was the first machine to be shipped across the continent, or from anywhere else for that matter, to be measured by the chairman of the competition in accordance with his suggestion to that effect made some time ago, with a view to putting a stop to the questioning of the authenticity of measurements.

Among those present in addition to the chairman were Oscar Hedstrom, designer of the Indian; A. G. Chapple, of the Merkel-Light Motor Co.; H. F. Bidwell and Ferdinand Mercier, of the Baker establishment, representatives of the New York motorcycle publications, and several local riders.

The first part of the program consisted in several of the witnesses inspecting the lead seal placed on the lock of the trunk in which the machine was shipped, to see that it had not been tampered with. It should be understod that the entire machine and not the motor alone was sent on. Immediately after Don Johns, DeRosier's protege, broke the amateur records with the machine on the 4th inst., when he did 20 miles in 14:23⅗, Referee Payton, of San Francisco, who officiated, sealed the machine with copper wire and red sealing wax, placed it in a special motor trunk, such as is used in sending racing machines from one point to another, placed the trunk on a truck and trailed it on another motorcycle all the way from the track at Playa del Rey to the Wells Fargo office in Los Angeles, and never let the trunk out of his sight until the express company officials had sealed the lock. He then mailed the keys of the trunk together with the bill of lading to Chairman Thornley.

After the trunk seal had been broken the trunk was unlocked by the chairman and the machine drawn out, preceded by a rigid fork, a racing helmet and several minor articles. When the machine was exposed to view much surprise was expressed when it was seen that it was fitted with the regular Indian cradle spring fork. Hedstrom explained this by stating that Johns had used the spring fork in his record ride, because the track was so rough that he had found in practice that he could not hold it at high speed with a rigid fork. This was the first time that the machine ever had been sent against records with a spring fork, and is a notable innovation in racing practice.

Because of the wide reputation which it has gained through DeRosier's wonderful work on it, together with the fact that it now holds all American professional and amateur records from one to 100 miles, and practically all world's records as well—for there are none that equal the American figures—"No. 21" was the object of great attention. Many of those present were taking their first look at it, and they looked long and close, especially when the motor was dismantled, apparently to see if they could fathom the secret of its wonderful power.

When the machine was unpacked it was rolled out on the sidewalk and photographed, and then returned to the store and the preliminaries leading up to the working of the "third degree" began. In sealing the machine the Westerners had done their work well, and the engine was enclosed in a veritable veil of copper wire, the ends of which were sealed with red sealing wax, as also were the cylinder studs and nuts, and the intake pipes, and domes. The auxiliary ports were concealed by rags wrapped around the lower sections of the cylinders. The two-inch Goodyear "Bluestreak" racing tires also were objects of interest, because of their narrow contact surface, having a raised tread scarcely an inch in width that gave traction. It also was noticed that the tires were not worn at all on the sides, indicating that on the Los Angeles motordrome the riders do not lie horizontally when at speed, as is the case on smaller board tracks. It undoubtedly will surprise many to learn the high cost of shipping the machine by express, the charges being over $44, which figure probably will act as a wholesome deterrent on shipping many racing machines from the Pacific Coast to New York for measurement. However, the heavy trunk in which the machine was shipped was quite an item in the bill.

Once the dismantlement of the engine commenced, it progressed rapidly and the cylinders and heads were off in short order. The measuring processes were the severest ever applied to any machine in this country, or any other for that matter. They were extraordinarily close and exacting compared to the English methods, where the officials take an ordinary steel scale graduated no finer than sixty-fourths of an inch, and lay the rule across the bore and down the stroke of an engine undergoing measurement. Such measurement is accepted if no appreciable discrepancy between the bore at the end of a cylinder and part way down the stroke is discernable to the naked eye.

Inasmuch as cylinders are bored slightly taper with the smallest end at the top to allow for expansion under heat, the measurements of the bore were taken at the lower ends of the cylinders just outside the slight "bell mouth" that is provided to

allow easy starting of the rings when the cylinder is being slipped on the piston. The front cylinder first was tackled. The maximum diameter was sought and found to be 3.253 inches. Then the minimum diameter was located and the micrometer reading was 3.248 inches. The total of these figures was halved to give the average, which was 3.250 inches, and this was officially recorded as the bore of the front cylinder. The bore of the rear cylinder was taken in the same manner, the maximum diameter being 3.253 inches, the minimum 3.250 inches, giving an average of 3.251 inches, all fractions below one one-thousandth of an inch being disregarded. The measurements were checked by four persons.

The measuring of the stroke proved more complicated, for the method used was more rigorous than ever was used heretofore. The crankcase of the motor was opened, the flywheels and pistons taken out, the flywheels separated and the connecting rods and pistons detached. Then the left flywheel, on which remained the left end of the main shaft together with the crank pin, was mounted on lathe centers, which previously had been tested for trueness.

Micrometer measurements then were taken from the main shaft to the crank pin, and the necessary calculations made, which gave the stroke as 3.667 inches. After this measurement had been proven and found correct, the displacement of the cylinders was calculated. So carefully and painstakingly were the measurements taken, to secure an extreme degree of accuracy, that the work occupied the better part of four hours. When the displacement was figured with the above measurements, the capacity of the front cylinder was found to be 30.417 cubic inches, and that of the rear cylinder 30.436 cubic inches, giving a total of 60.85 cubic inches. The final calculations were made by formula and logarithms, and agreed within one one-hundredth of a cubic inch, the variation being due to a further carrying out of the decimal in the calculation which was worked out by logarithms.

During the process of measurement the cylinders were exposed to a warm afternoon sun, which brought up the subject of heat expansion, and Hedstrom jokingly remarked that if the cylinders were again measured after being warmed by the sun that they probably would be found larger. Talking more seriously, he spoke of the effect of the heat of the body transmitted in handling metals, and said it is well known that if a cylinder be handled until it absorbs some heat from the hands that the metal will expand ever so slightly. As a result of the measurement, the amateur records from one to 20 miles, inclusive, established by Don Johns, now are recognized and accepted, this being an important factor in the decision to ship the machine. Exhibiting energy quite in contrast with the tardiness in such matters which has resulted in former record trials, Referee Payton got his officials together, secured the necessary affidavits and sent them to New York immediately after the trial, so that they were in the chairman's hands before the machine arrived. As they were found correct, nothing else was lacking to make the records authentic save the measurement of the machine.

With regard to the instruments used in measuring, they were received by the chairman from the makers, L. S. Starrett & Co., together with a certificate of accuracy, on the day before DeRosier's machine was measured, and they had been used on nothing else in the interval.

After the measurements were completed, the engine was re-assembled and put back in the machine. The latter will remain on exhibition in Baker's up-town store, where the elaborate "ceremonies" occurred, until next week, when it will be shipped to the factory to be made ready for DeRosier's trip abroad.

Hedstrom to Go Abroad in June.

Oscar Hedstrom will sail for England the first week in June to look after the Indian riders in the Tourist Trophy race. It is possible that DeRosier will accompany him, for although the latter was expected to leave this month, there are reasons which may cause him to postpone his departure. It is said that Charles Spencer and Charles Gustafson, the crack factory team who created the 24 hours record two years ago, are itching to meet DeRosier at the Decoration Day meet at Springfield, and arrangements may be made so that they will be accommodated. On the track nearly every day, these two know every splinter in it, and think that they could make even the peerless DeRosier "hump some" to beat them. If such a meeting should be arranged it would be a battle royal worth going miles to see.

Rome Programs 250 Mile Reliability Run.

If present plans do not go awry, Rome, Italy, will have nothing on its namesake, Rome, N. Y., in the way of a big time on Decoration Day. The New York Romans who ride motorcycles are preparing to make the staid and patriarchial publicans of their city howl loud and long with joy by putting on a 250 mile reliability run. A. S. Noonan, who is the pioneer motorcyclist of that city, and who helped make it famous by his indestructible tools, is arranging the contest and already has tentative entries from 40 riders in Rome, Utica and vicinity. The course will be a 50 mile circuit between Rome and Utica, and will be covered five times.

Detroit's Club Within a Club.

Motorcyclists have added so much new life to the Detroit Wheelmen, which, organizing with age, had become largely of a social nature, that within the ranks "The Motorcycle Club of the Detroit Wheelmen" has been formed, with 20 charter members. Whether the tail will in this case wag the dog is as yet uncertain, but it would seem logical if such proved to be the case. The officers of the new club follow: Jake Groll, president; Malcomb Eddy, vice-president; Fred Rath, secretary-treasurer; Walter Fanger, captain. Affiliation with the F. A. M. was decided on. The club will hold its first race meet on Decoration Day at the State Fair track, and expects to have a big entry list, including several star riders.

Wray Will Undertake to "Come Back."

William H. Wray, of New York City, who was prominent in motorcycle racing a few years ago, but who has been out of the sport of late, is going to emulate Jeffries and others who have hit the toboggan and try to "come back." It is reported that Wray has been dickering with A. G. Chapple, of the Merkel racing squad, and will ride a Merkel in trade rider events. Wray, who made his motorcycle reputation as a daredevil on Peugeots and Indians, is booked to appear at the opening Guttenberg meet May 14.

Frank Hart Joins the Indian Tribe.

Frank Hart, of New York City, the well known trade rider racing man, has been signed by the Hendee Mfg. Co., to ride an Indian this year. He naturally will take the place of Walter Goerke, whose injury practically will keep him out of racing for the season. Hart has been riding for three years, and has developed into one of the best riders around New York. Heretofore he has ridden R-S and Excelsior machines, and will make his debut on an Indian at the opening Guttenberg meet on May 14.

Teubner Recovering from a "Puncture."

W. J. Teubner, of Pottstown, Pa., one of the Merkel racing men, is convalescing from an attack of appendicitis which put him in the hospital for a month. However, the "puncture" has been closed, so that Teubner again is in the stock class, and he expects to be fit to get into action on Decoration Day, the grand opening of the season.

Snow Stops Harlem Club's Race Meet.

Heavy rain and snow during the preceding night which rendered the track unfit, caused a postponement of the closed club meet which the Harlem Motorcycle Club of New York City had scheduled at Brighton Beach track, Sunday, 9th inst. Weather permitting the meet will be held Sunday, 16th inst.

Robinson to Fly the Merkel Colors.

W. H. Robinson, of New York City, who turned professional last year, is going to ride a Merkel this season, according to report. He will make his first appearance on this machine at the Guttenberg opening, May 14.

DE ROSIER TALKS AND STARTS EAST

Leaves Los Angeles After Delivering Opinions of Motorcycle Tracks—Preparing for His English Invasion.

Los Angeles, April 7.—Jake DeRosier took his little hammer in hand the other day, just prior to his departure for the East and England, where he will compete on the famous Brooklands concrete track, and flayed the tracks on the Pacific Coast in particular, and those of the country at large generally. In view of Jake's position in the motorcycling world, what he has to say in that regard is of some value—certainly it is worth listening to.

"I have a record that I am not at all proud of," he began, sitting in the office of the Indian machine the other day. "I have had more falls and more broken bones than any other rider of my length of service in the racing business; and of all my falls there are very few that I can attribute to carelessness of my own or some other rider. Most of them are due solely to one thing—an improperly constructed track. Knocking? Sure I am knocking. If some of the other riders would knock more and the public officials of the country at large pay attention to the knocks, there would be fewer deaths on the track.

"The vast majority of the tracks in this country are not fit for a 7 horsepower or more powerful machine to race on. Hardly any of them are banked properly. Either they are not banked sufficiently, or the banking is not placed correctly. I remember on one occasion I was trying out a new and exceptionally powerful machine on the Coliseum track here in Los Angeles, and in making the turn the wheels just skidded from under me and I went on about my business to land flat on the tip of my nose, plow up several yards of the track with the bridge of my nose and eyebrows and otherwise do the air ship stunt without an airship The machine was wrecked beyond repair. They tried to tell me that I had turned weak, me!" The sniff he gave can't be reproduced in cold print.

"No, sir," he proceeded, "the Los Angeles motordrome, the new track in Oakland, the track in Indianapolis and the one they have at Springfield, Mass., are about the only tracks in the country that I call perfectly safe for a high powered motorcycle.

"Oh, yes," he said with laugh, in answer to a question, "I am going to keep on, but it has come to just this in the racing game nowadays: It is the craziest man who wins—it is the man who cares least about his neck, and the necks of those he may be riding against. On the smaller tracks in this country a fellow can't let out his machine to the full. Every time we come to a curve we have to shut off and then open up again as soon as we reach the straight. That makes it impossible to show what there is in the machine. Suppose you are doing a round of a mile track in 50? Well, but for that shut off we could cut it down to say 45. No, I believe that 7 horsepower machines should be barred from most of the mile tracks in the country; they are all right for the stock motors."

By the time this is in print, Jake will have started for New York and London, via Salt Lake City, Denver, Chicago, Akron, O., and possibly other cities. He will stop at Oakland on a little private business, and then drop off at Salt Lake, where he hopes to make arrangements for a race meet when he returns from England. He will do the same at Denver, and possibly at Chicago. In Akron he will see the Goodyear tire people. He has had them making a special trunk in which he will carry his supply of their "Blue Streak" motorcycle tires to England, for he expects to use the "Blue Streak" exclusively in his racing in England.

After attending to his business in New York, when, by the way, he hopes to renew many old acquaintances, he is going to Springfield, Mass., where his machine will be given a thorough overhauling at the Indian factory. From there he will go direct to England, reaching London, he hopes, about the first of June, just in time for the coronation festivities.

C. R. Collyer, with whom Jake is to race at Brooklands, is viewed with respect by the American rider. The race between them will be one of the sport features of coronation week. It probably will be run in ten mile heats, best two out of three, DeRosier says, but he added that the details have not been definitely decided.

Rushville 200 Miles Race Declared Off.

Disinclination of local horsemen who are training their nags on the Fair Grounds track to relinquish it for motorcycle racing, is responsible for the indefinite postponement of the scheduled meet at Rushville, Ind., on Sunday, 29th inst., when a 200 miles race was to have been a feature. Difficulty in obtaining a sanction also caused the promoters not a little worry. It is planned to hold the meet at Rushville some time durin the summer, or, if conditions prevent, in some other place in the Hoosier State.

Another Club in Cincinnati.

Cincinnati, O., has another motorcycle club now. It styles itself the Cincinnati Motorcycle Club, and was organized at a meeting held in the automobile club quarters. The officers are as follows: A. K. Sanders, president; G. M. Stearns, vice-president; R. W. Lewis, secretary; M. F. Platt, treasurer. Favorable action regarding affiliation with the F. A. M. was taken. The new club indicates its intention of being active in the promotion of reliability runs and races.

SPRINGFIELD BIDS FOR F. A. M. MEET

Massachusetts City Unexpectedly Files Application at Eleventh Hour—Three Candidates Now in the Field.

Almost at the eleventh hour and fifty-ninth minute, virtually, the Springfield (Mass.) Motorcycle Club came into the open as a candidate for the F. A. M. meet, when on Sunday last, 9th inst, its application was received by the president of the national organization. When the bid was received great surprise was occasioned, for there had been no hint that Springfield desired the meet this year.

The time limit for filing applications expired on Monday, 10th, having been extended from the 8th to give possible last last minute applicants a chance to get in. The wisdom of the extension appears to have been justified.

There now are three candidates for the meet, Indianapolis, Buffalo and Springfield. Detroit, which had been expected to file an application for the meet, in view of its preliminary canvassing, but at the last minute the Detroit Motorcycle Club sent word that it had abandoned its efforts until next year.

In filing its application for the meet the Springfield club did not state when it desired to hold the meet or say anything regarding the F. A. M. endurance run, which is one of the privileges accorded to the club holding the annual meet. However, the Bay Staters let it be known that they had an entertainment fund of $2,500, and guaranteed all visitors a good time if the meet is awarded to their city.

As a further argument as to why they should get the honor, the Springfield club stated that it had the best track in the East, and that it was one of the fastest in the country, neither of which statements are open to question. The track is a three lap board structure and has a speed record of nearly 91 miles an hour.

Springfield applied for the 1910 meet, but withdrew at the eleventh hour.

Commissioners for Two Western States.

G. Howard Toncray, 1536 Stout street, Denver, has been appointed F. A. M. Commissioner for Colorado. E. H. Hammer, 512 Second avenue, Minneapolis, has been given the similar office for the state of Minnesota. Toncray is a private owner; Hammer is one of the most energetic dealers in his territory.

Danish Government Taxes Race Meets.

Bicycle race meetings are to be included in the various entertainments on the receipts from which the Danish government proposes to levy a tax of 15 per cent. This is a bad lookout for sport promoters in the land of butter and eggs.

UNITED STATES TIRES

UNITED STATES MOTORCYCLE TIRES

G & J and MORGAN & WRIGHT Brands

can be obtained on all the leading makes of motorcycles, viz.:

HENDEE MANUFACTURING COMPANY	Springfield, Mass.
HARLEY-DAVIDSON MOTOR CO	Milwaukee, Wis.
POPE MANUFACTURING COMPANY	Hartford, Conn.
PIERCE CYCLE COMPANY	Buffalo, N. Y.
READING STANDARD COMPANY	Reading, Pa.
MERKEL-LIGHT MOTOR COMPANY	Pottstown, Pa.
CONSOLIDATED MANUFACTURING COMPANY	Toledo, O.
AURORA AUTOMATIC MACHINERY COMPANY	Aurora, Ill.
EXCELSIOR SUPPLY COMPANY	Chicago, Ill.
MIAMI CYCLE & MANUFACTURING COMPANY	Middletown, O.
GREAT WESTERN MANUFACTURING COMPANY	La Porte, Ind.
AMERICAN MOTOR COMPANY	Brockton, Mass.
THEIM MANUFACTURING COMPANY	St. Paul, Minn.
MINNEAPOLIS MOTORCYCLE COMPANY	Minneapolis, Minn.
EMBLEM MANUFACTURING COMPANY	Angola, N. Y.
GREYHOUND MOTOR WORKS	Buffalo, N. Y.
HERRING-CURTISS COMPANY	Hammondsport, N. Y.
RELIANCE MOTORCYCLE COMPANY	Oswego, N. Y.
N. S. U. MOTOR COMPANY	New York, N. Y.
S. D. MANUFACTURING COMPANY	Brooklyn, N. Y.
NEW ERA GAS ENGINE COMPANY	Dayton, O.
BROWN & BECK	Denver, Col.
ARMAC MOTOR COMPANY	Chicago, Ill.
FOWLER-MANSON-SHERMAN COMPANY	Chicago, Ill.
HORNECKER MOTOR MANUFACTURING CO	Geneseo, Ill.
R. & H. MANUFACTURING COMPANY	Brockton, Mass.
ROYAL MOTOR WORKS COMPANY	Worcester, Mass.

United States Tires

UNITED STATES TIRE COMPANY

UNIFORMLY SUPERIOR TIRES

UNITED STATES TIRES

UNITED STATES BICYCLE TIRES

HARTFORD Brand G & J Brand
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are equipped by all the leading manufacturers of bicycles today.

When makers as named below select a tire, their choice is worthy of your consideration.

POPE MANUFACTURING COMPANY	Hartford, Conn.
PIERCE CYCLE COMPANY	Buffalo, N. Y.
MIAMI CYCLE & MANUFACTURING CO	Middletown, O.
IVER JOHNSON ARMS & CYCLE WORKS	Fitchburg, Mass.
READING STANDARD CO	Reading, Pa.
EMBLEM MANUFACTURING CO	Angola, N. Y.
CANADA CYCLE MANUFACTURING CO	Toronto, Ont.
NATIONAL CYCLE MANUFACTURING CO	Bay City, Mich.
GREAT WESTERN MANUFACTURING CO	La Porte, Ind.

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UNIFORMLY SUPERIOR TIRES

UNITED STATES TIRES

UNITED STATES MOTORCYCLE TIRES

G & J—MORGAN & WRIGHT Brands

can be obtained on all the leading makes of motorcycles, viz.:

WAGNER MOTORCYCLE CO	St. Paul, Minn.
HENDEE MANUFACTURING COMPANY	Springfield, Mass.
HARLEY-DAVIDSON MOTOR CO	Milwaukee, Wis.
POPE MANUFACTURING COMPANY	Hartford, Conn.
PIERCE CYCLE COMPANY	Buffalo, N. Y.
READING STANDARD COMPANY	Reading, Pa.
MERKEL-LIGHT MOTOR COMPANY	Pottstown, Pa.
CONSOLIDATED MANUFACTURING COMPANY	Toledo, O.
AURORA AUTOMATIC MACHINERY COMPANY	Aurora, Ill.
EXCELSIOR SUPPLY COMPANY	Chicago, Ill.
MIAMI CYCLE & MANUFACTURING COMPANY	Middletown, O.
AMERICAN MOTOR COMPANY	Brockton, Mass.
THEIM MANUFACTURING COMPANY	St. Paul, Minn.
MINNEAPOLIS MOTORCYCLE COMPANY	Minneapolis, Minn.
EMBLEM MANUFACTURING COMPANY	Angola, N. Y.
GREYHOUND MOTOR WORKS	Buffalo, N. Y.
RELIANCE MOTORCYCLE COMPANY	Oswego, N. Y.
N. S. U. MOTOR COMPANY	New York, N. Y.
S. D. MANUFACTURING COMPANY	Brooklyn, N. Y.
NEW ERA GAS ENGINE COMPANY	Dayton, O.

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READING STANDARD CO	Reading, Pa.
EMBLEM MANUFACTURING CO	Angola, N. Y.
CANADA CYCLE MANUFACTURING CO	Toronto, Ont.
NATIONAL CYCLE MANUFACTURING CO	Bay City, Mich.
GREAT WESTERN MANUFACTURING CO	La Porte, Ind.

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UNIFORMLY SUPERIOR TIRES

Benzol as a Substitute for Gasoline

Periodically far-seeing individuals point out a source of possible concern to the motorcyclist in the threatened scarcity of gasoline and the impending need of developing other forms of fuel and of perfecting carbureters to make use of them. Among such proposed substitutes, benzol, one of the many derivatives of coal tar, not infrequently is mentioned, and tests, some of which have been reported in these columns, have shown conclusively that it has many properties that would render it readily available in case of a genuine shortage of gasoline. At the same time it is probably not generally understood that benzol is neither a particularly rare compound nor one that is difficult to obtain, but on the contrary, that it is to some extent being wasted at the present time for very lack of a sufficient market to render its production profitable.

In urging the advantages to follow the development of benzol as a gasoline substitute, Henry Hess, the well-known Philadelphia manufacturer and engineer, is concerned not so much with the possibility of alleviating the motorcyclists' distress in the event of a fuel famine as in urging the advantages that may reward the carbureter designer who is early in the field with a device which is qualified to take care of the special fuel. Gasoline may be as "extinct as the Dodo" someday, he says in effect, but "sometime before that we shall be asked to pay prices that will not be pleasant to contemplate, but that will stimulate the carbureter designer and be productive of a golden harvest for every inventor of carbureters who is possessed of a good advertising instinct also.

"Are we, however, really altogether at the mercy of this limited supply and of those in control of it?" he continues. "It would seem not.

"Enormous quantities of coal are daily being converted into coke, and of coal suitable for coking there is a supply in sight for a century or two, even at the progressive rate at which we are using (and largely wasting) our store. Only a small fraction of this coke is being produced in byproduct ovens; yet the byproducts are more valuable than the coke itself.

"The chief byproduct is coal tar. The modern chemist has found in this evil smelling and foul coal tar a mine of the most wonderful materials. The first were the aniline dyes, then followed a host of marvelous medicinal products. Only a short time ago Ehrlich was able to announce that his specific '606' was definitely proven to be a cure for one of the world's worst scourges, ... and that similar derivatives bid fair to rid the world of sleeping sickness, possibly even of cancer.

"And now this coal tar again bids fair to rescue us from the 'Octopus' by presenting us with 'Benzol.'

"One hundred pounds of dry coal coked in a byproduct oven will yield about 68 pounds coke, 15 of gases, 10 of ammonia water and 7 of tar. We are most interested in the tar, which contains some 4o per cent. of light oils, of which again some 65 per cent. falls into the benzol class.

"'Clean benzol' has been offered and used for automobile motors in Germany; its use has, however, not been attended with general success, because it was assumed that it could be used with motors and carbureters suitable for gasoline. Tests made with 'raw benzols I, II and III' have given better results, quite satisfactory in fact; but these are not generally offered, as the manufacturers (the German Benzol Union is practically in control) prefer to market their 'clean benzol,' great quantities of which are absorbed by the chemical industries. Benzols I, II, III range in specific gravity from 0.885 to 0.883, 0.877 to 0.875 and 0.872 to 0.870, a maximum range in any one grade not exceeding 0.003 and in all three of only 0.013.

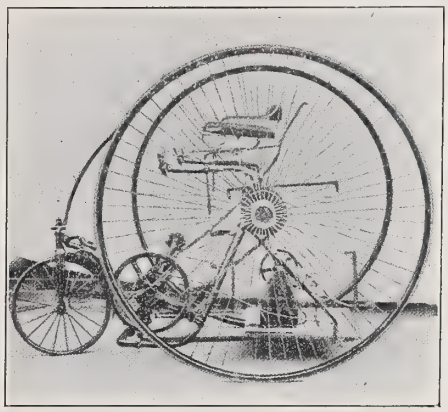
"Not only these three grades but others, known as Toluol and Xylol, are eminently suitable for use. One hundred pounds of coal yield 1.38 pounds of benzol, of which about one pound is a suitable fuel for internal combustion engines, such as are used in automobiles, motorcycles, motor boats and aeroplanes, as well as in stationary engine work.

"Already there are being installed in the United States many byproduct coke ovens. The day is not far distant when the old, wasteful type of coke oven will be a relic of the past.

"We convert at present many thousands of tons of coal into coke each year. That would yield 1 per cent., or many hundreds of tons of suitable fuel benzols, and make the automobile owner and motorcyclist independent of the present petroleum products."

Early Tricycle with Electric Power.

Gasoline and steam were not by any means the only aspirants for favor as motive powers with the early builders of motorcycles. One of the first motorcycles to be built in this country was electrically propelled, and was constructed on the lines



of the tricycle, as the accompanying illustration shows. This machine was built for P. W. Pratt, of Boston, Mass., in 1889. The motor, which was operated by six cells of storage battery, transmitted power to the rear wheels by chains and sprockets with gear reduction. Steering was through a tiller controlling the front wheel. The machine had a speed of six miles an hour on the level, and was fitted with a hand operated brake. Its weight was 300 pounds and it was used on Boston streets for several weeks.

To Assist Understanding of Ignition.

To the novice and often to the more experienced motorcyclist ignition systems frequently constitute more or less of a mystery, when information enabling clearer understanding would stand them in good stead and demonstrate that the mystery is no mystery at all. In imparting such understanding "Ignition and Spark Plug Talk," a vest pocket compendium being circulated gratuitously by the Jeffery-Dewitt Mfg. Co., Detroit, Mich., makers of the well-known Reliance spark plugs, will prove of material assistance. As a certain amount of elementary electrical knowledge is necessary for a comprehension of the field embraced by ignition, a considerable portion of the 44-page booklet is devoted to this subject, which is treated in a non-technical way and incorporates definitions of the principal electrical units and standards. The theory of induction and of magnetos and dynamos is explained concisely; there are chapters devoted to induction coils, and there also are many useful hints concerning care and maintenance.

To Keep Snow Off of Terminals.

According to a motorcyclist who rides all year 'round, if snow gets on the magneto secondary terminal and causes skipping, wrapping the terminal with tire tape will remedy the trouble. Should tape be unavailable, a piece of patching rubber from the tire repair kit will prove equally useful in insulating the exposed end of the terminal.

ILLINOIS NATIONAL GUARD ENLISTS THE AID OF MOTORCYCLES.



MOTORCYCLE SCOUTS OF COMPANY E, SEVENTH INFANTRY, I. N. G., IN MARCHING ORDER

After working hard for some time, Second Lieutenant Robert L. Carlson, Company E, Seventh Infantry, Illinois National Guard, has succeeded in organizing a squad of motorcycle scouts. Twenty members will be allowed for each regimental squad; Carlson's already practically is filled. The first "mobilization" took place in Chicago last Sunday, April 9. The scouts all lined up with their machines to have their pictures taken in front of the armory, with their uniforms on and their blanket rolls and "heavy marching order" paraphernalia. Monday was inspection night. When the captain came to look them over, there were 14 machines in the ranks, with their owners, besides a few who had not brought their mounts along for various reasons. The large majority of the machines were 4 horsepower singles. Before disbanding arrangements were made for the run on the following Sunday morning to Fort Sheridan, 40 miles distant, where rifle practice will be held.

Concourse Prepares for Savin Rock Annual.

A tip top shore dinner, chances to share in the distribution of four prizes and the company of a jolly crowd for a day all for the small sum of $2 is the unusual "bargain offer" which the Concourse Motorcycle Club of New York City makes to motorcyclists who care to participate in its fourth annual run to Savin Rock, Conn., on Sunday, June 4. Savin Rock, be it known for the benefit of those who are not wise, is situated about five miles outside of New Haven and is about 75 miles from New York. It is one of the most popular resorts in Connecticut, and attracts large week-end crowds throughout the season. The run will start at 7 a. m. from the club quarters, Jerome avenue and 165th street, where the riders will be checked on starting and at the finish. There will be three individual prizes for the riders making the highest score, and a silver trophy for the club other than the promoting organization having the most members on the run. Entry blanks can be obtained from Archibald M. Smith, captain, 1071 Franklin avenue, New York.

Newark Motorcyclists Entertain Ladies.

Making its first venture into the social whirl, the New Jersey Motorcycle Club of Newark gave a very successful "ladies night" at Berkeley hall, Clinton avenue, on Tuesday, 11th inst., about 125 people being present. It was an invitation affair, but nevertheless the club cleared expenses and a little besides on the sale of refreshments and coat room checks. Between the dance numbers there were introduced recitations and vocal and piano selections. One of the features of the evening's entertainment was a "motorcycle duet," which, it was claimed, was the first musical number dedicated to motorcycles in this country. The entertainment committee consisted of President P. W. Stevens, George E. Post, Henry N. Davis, Oscar Smith and Howard Hill.

New York Elects Officers; Reduces Dues.

No opposition ticket being presented, the regular slate of candidates was selected to office at a meeting of the New York Motorcycle Club on the 12th inst. The new officers are as follows: William Wood, president; Frank Seery, vice-president; M. E. Toepel, secretary-treasurer; Albert Kreuder, captain; A. C. Klages, first lieutenant; J. F. McLaughlin, second lieutenant; directors, George P. Jenkins, E. C. Kicherer, Edward Malloy and T. J. Sixsmith. The initiation fee and monthly dues were reduced to $1 and 25 cents per month, respectively. A form of entry blank for the tenth annual spring run to Southampton, L. I., on May 7, was drawn up, approved and ordered printed. The club probably will affiliate with the F. A. M. shortly.

Chicken for the Kansas City Indians.

A chicken dinner was the piece de resistance set before the Indian Motorcycle Club of Kansas City, Mo., when it reached Oak Grove, 40 strong, on a club run, Sunday, 2d inst. The outward run of 36 miles had whetted the riders' appetites to a keen point, and they left nothing but clean picked bones when the feast was over.

Touring Club Schedules an Open Race.

In accordance with the action taken at a regular meeting of the Motorcycle Touring Club of New York, Affiliated, on Monday night, 10th inst., there will be a professional class in the "trio cup" trials, provided at least five entries are obtained for this class. If professionals participate they will be eligible to compete only for a major trophy and will not share in the individual medal awards which will be given to amateurs who qualify in each trial. The same rules will govern in the professional class as in the amateur. It also was voted to give all club members taking part in the trials double points in the contest for the Widmayer trophy. This action was taken with the object of inducing the club members to turn out strong for the trials. Entries for the trials close on Tuesday, 18th inst., and after that date all further entries will be charged double fee. One new member was elected, and a new application posted. The club occupied for the first time its new rooms, which are in the same building as the old quarters and which are more comfortable.

Providence's Election and Plans.

C. S. Williams was elected president of the Providence (R. I.) Motorcycle Club for the ensuing year at a well attended meeting held in Verdandi hall on Wednesday night, 12th inst. The other officers chosen were the following: Elmer L. Stewart, vice-president; J. G. Edwards, secretary; B. A. Swenson, treasurer; Sydney Williams, captain; Lyman P. Witcher, first lieutenant;

W. D. Burt, second lieutenant. Six new members were elected. It was voted to enter a club team to represent Providence in the inter-city team race at the Decoration day meet at the Springfield stadium. The club's activities in a contest way will begin with the annual "herring run" to Taunton, the date of which will be announced later. A program of club runs also was arranged. B. A. Swenson presented to the club a handsome trophy to be competed for during the season. The nature of the competition was left to the club to decide, and a committee consisting of E. L. Buffington, C. S. Williams and C. H. Westcott was appointed to arrange a contest for the trophy. Other prizes will be offered by the club for the same event. With the already large number of motorcyclists in the city, and the rapidly increasing quota of new riders a very active season is looked for. The forthcoming Providence-Niagara Falls tour is being looked forward to with great interest by a great number of local riders, who have signified their intention of participating and are arranging their vacations so as to be able to "join the procession."

Motorcyclist Hired to Close Mufflers.

Motorcycles are being used by the Automobile Club of Syracuse, N. Y., to discourage speeding and running with mufflers open among automobile owners in that city. The club has employed a motorcyclist to patrol the principal streets, and when he observes a motor car driver violating the law he is commissioned to overtake the offender and present him with a club card on which is printed a request that motorists refrain from speeding or running with mufflers open. It is believed that this polite method of calling motorists' attention to infractions of the law will be more effectual than if they were pursued relentlessly for every violation.

Banquets as Membership Boosters.

Banquets are fine membership boosters, thinks the Kansas City (Mo.) Motorcycle Club, which gained several new members at its "affair" on the 3d inst. It has been decided to hold one of these "feeds" once a month, as it has been shown that not only do they bring in new members but they also cause the old members to come out in large numbers, giving the secretary an opportunity to round up delinquents on dues. The club will hold Sunday runs throughout the season.

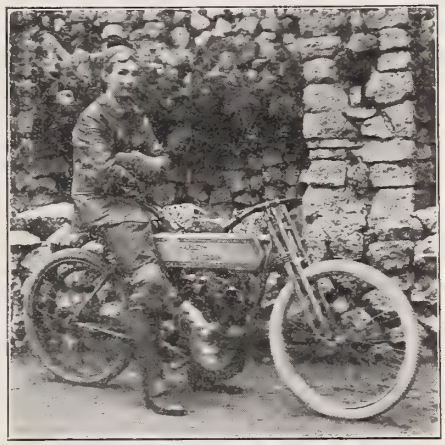
Rome Motorcyclists Complete Organization.

Permanent organization of the Rome (N. Y.) Motorcycle Club was completed at a meeting held at Arthur Strowbridge's bicycle store last week, when a constitution and by-laws were adopted and the following board of directors were elected: Frank S. Baker, Arthur Strowbridge, Robert Suits, I. B. Haynes, W. Simmons, Richard Wolzmuth. The club voted to join the F. A. M.

BERRETH ROMPS UP PORTLAND HILL

He Leads Good Field up Long Grade in Fast Time—Single Takes Honors From the Twins.

It was a "single cylinder day" at the season's first motorcycle hill climb, which occurred at Portland, Ore., on March 26th, under the auspices of the Portland Motorcycle Club. Edward Berreth, riding a 4 horsepower Harley-Davidson, made the fastest time of the day, and easily led his class. In fact, Berreth's performance was in the nature of an eye opener, for not only did he capture the "single" class with more than a minute to spare, but he also



EDWARD BERRETH

outran the twins by seven seconds. His time for the 3 3-10 miles course was 5:18. Second place went to W. L. Hughes, Indian, who was clocked in 6:20, and J. J. Carlson, Thor, was third in 6:44.

In the 5 horsepower class, in which the twins had their innings, Otto Muessig, Indian, was the swiftest, topping the hill in 5:25. Arthur Beck, Thor, was the only other starters in this class to finish.

Strange to say, neither of the two starters in the 7 horsepower division finished, and four of those in the single class failed to conquer the hill. The summary:

Four Horsepower Singles.

	Rider and Machine.	Time.
1	Edward Berreth, Harley-Davidson	5:18
2	W. L. Hughes, Indian	6:20
3	J. J. Carlson, Thor	6:44
4	E. Beletski, Minneapolis	6:45
5	H. Kildow, Harley-Davidson	6:56
6	James Wall, Indian	6:57

Failed: H. E. Meade, Excelsior; C. Thompson, Yale; W. Conley, Thor; A. Torphy, Reliance.

Five Horsepower Twins.

1	Otto Muessig, Indian	5:25
2	Arthur Beck, Thor	5:27

Buffalo's Smoker a Big Affair.

That the Buffalo (N. Y.) motorcyclists know how to "do things" was proven on Wednesday evening, 5th inst., when about 500 of them and their friends turned out at the second annual smoker of the Buffalo Motorcycle Club, which was held in German-American hall. It was the largest gathering of motorcycle riders ever held in the city, and the stag was a big success. It also was the largest undertaking ever attempted by the club, and the manner in which it was carried out argues well for the success of the F. A. M. meet if the latter goes to the Bison City.

For the occasion, the large dance hall was converted into an impromptu music hall, and the squared ring on the stage in full view of everyone indicated the nature of the evening's entertainment. Smokables of all varieties were to be had in abundance, as well as plenty of "gasoline" and the other accessories that go with a "Dutch supper." At each plate was a program containing several of the popular songs of the day, and a three piece orchestra furnished music.

Several exciting bouts between local artists were put on, one of which produced a double knockout. The feature of the evening was a five handed mix-up in which three men were put to sleep and the two remaining scrappers used up all their steam. Between the exhibitions of the manly art there were banjo and mandolin selections.

Poughkeepsie Gets Chicken at Blue Stores.

Lured by the prospect of a tempting dinner, 15 members of the Poughkeepsie (N. Y.) Motorcycle Club turned out on Sunday, 2d inst., for the club run to Blue Stores, 35 miles distant. Blue Stores is a small hamlet on the post road to Albany, and when the motorcyclists got there they practically owned the place during their stay. Incidentally, they voted that the Blue Stores brand of chicken was the real article, and they are going to ask for a second helping soon.

Erie Club Acquires Larger Home.

New quarters, located at the corner of 16th and Peach streets, have been taken by the Erie (Pa.) Motorcycle Club, which has outgrown its old rooms. In its new home the club has all the conveniences and appointments of a modern club house, including card, pool, meeting and locker rooms, parlor, kitchen and shower baths. The club will hold Saturday runs throughout the season, and is waging a campaign among its members to discourage speeding.

When Jolly Ceased to be Merry.

Five dollars and costs for riding with an open muffler were added to the $25 that Leroy Jolly, a motorcyclist of Indianapolis, Ind., was obliged to pay for riding his machine at more than the legal speed in the Indiana capital. He was charged by the motorcycle policeman who arrested him with going over 30 miles an hour. Lee Bourne, charged with riding his motorcycle on the sidewalk, was fined $10 in the same police court the same day.

What Causes the "Mixture" to Go Wrong

Not many motorcyclists are wont to consider the why and wherefore of carbureter adjustment—the necessity for varying the quantity of gasoline or air. If the engine misses, the tension on the air valve is increased or decreased or the needle valve is regulated until the requisite regularity is obtained. Why the adjustment is necessary is easy of solution—the mixture is wrong. But why the mixture should be right at one time and wrong the next, even though practically the same roads are traversed and the gasoline used is from the same tank, is not so easy of solution. Various theories for the cause of the phenomenon have been advanced, the most generally accepted being that the variations are caused by humidity in the air.

Various forms of compensating carbureters which automatically vary the quantity of gasoline or air, or both, according to the piston speed and the suction in the inlet pipe, have been placed on the market, though comparatively few of them have proven as efficacious as has been expected. In commenting on this condition and advancing a theory of his own, J. C. Coulombe, M.S., says in the Motor World:

"The automatic air valve is not to be condemned because it has not brought about perfect carburation; it accomplishes what it was designed for—to compensate for the variations in engine speeds. There are further conditions which exist and must be overcome. I am of the opinion that when a carbureter has been designed to automatically adjust itself to the constantly changing atmospheric conditions, we shall have practically perfect carburation. . . . .

"We know that temperature varies and that high temperatures have a tendency to make liquid fuel more volatile, but, on the other hand, the air becomes more rarified and thereby gives less oxygen for equal volumes.

"Humidity affects the mixture to some extent, to what degree is not known. If it seriously affects the mixture, appliances to dry the air before entering the carbureter might be devised.

"Atmospheric pressure has never been considered seriously, but I shall attempt to prove here that variation in air pressure is as big a factor to consider as the varying engine speed.

"The piston displacement of a motor remains constant at all air pressures, and the suction produced in the inlet passage must vary, not only according to the speed of this displacement, but also according to the atmospheric pressure. The greater the air pressure he greater will be the rush of air past the spray nozzle, and, therefore, the more gasoline drawn into the cylinder, that is, it would be so if no compensating air valve was used, but such device compensates for this increase as well as for increased engine speed. We must not forget, however, that air pressure does affect the float chamber and the greater the air pressure the more gasoline will be forced out at the spray nozzle; in other words, it is equivalent to raising the level in the float chamber."

Continuing, the author quotes Waldo's Meteorology as authority for the statement that periodic variations of air pressure take place and that "the annual change of air pressure, that is, the change in the average pressure from month to month, presents a variety of characteristics for different regions of the earth." . . . . Still quoting Waldo, he says: "The greatest and most regularly occurring variations in the mean air pressure take place on the continents, and the least on the oceans and their coasts. There are, however, many local deviation from this law. . . . . These periodic changes are, however, marked by the far greater accidental changes which must be eliminated before the periodic changes are visible. . . . . Accidental or non-periodic oscillations in the air pressure are those changes which occur more or less gradually from time to time, and which do not belong to the regular diurnal or annual periodic changes. They are due to the movement, over the earth's surface, of areas of abnormally high or barometric pressures."

In resuming his dicussion, Mr. Coulombe says: "I will not attempt here to give tables showing the average or mean variations for these accidental changes, for it is the extremes that affect carburation and the frequency of their occurrence. I have here at hand eight daily weather maps, covering a period of 12 consecutive days. I have not purposely chosen these; I have merely taken the last eight maps received from the weather bureau. I have picked four large cities; these figures remain very nearly the same for their surrounding territory:

Date.	Boston.	Chicago.	Seattle.	New Orleans.
March 30, '11....	29.1	29.5	30.2	29.9
" 29, "	29.7	29.45	30.4	29.85
" 28, "	29.45	30.	30.4	30.15
" 27, "	30.05	29.45	30.2	30.1
" 25, "	30.55	30.2	30.2	30.1
" 23, "	29.65	30.45	29.9	30.
" 22, "	29.9	29.8	30.1	30.
" 20, "	29.65	29.9	29.9	30.15
" 18, "	30.	30.25	30.2	30.1
Total	268.05	269.	271.5	270.35
Average	29.78	29.89	30.16	30.04

"These readings are in inches on a mercurial barometer, and, as a 30 inch column of mercury is equal to a column of water of 35 feet or a column of gasoline 38 feet high, every variation of an inch of mercury means a variation of 15 inches of gasoline—mercury being 15 times as heavy as gasoline.

"Referring to the table of daily pressures, it will be noticed at New Orleans there was a difference in 12 days between maximum and minimum pressures of but .3 of an inch—equivalent to 4½ inches of gasoline. Seattle .5 of an inch or 7½ inches of gasoline. Chicago 1 inch or 15 inches of gasoline. Boston 1.45 inches or 21¾ inches of gasoline.

"A person may appreciate what effect this variation has on carburation by operating a small motor boat using an ordinary simple mixing valve, having no float feed or other means of maintaining constant level. As the gasoline is utilized, the level of course changes, necessitating the readjustment of the gasoline needle at intervals, as the engine commences to choke, miss-fire and finally stop.

"In the case of Boston, for instance, the effect of the daily variations would be the same as starting a motor on March 18 with a carbureter having no float feed. On the 18th the tank is filled to a depth of 13½ inches of gasoline and the motor run until the level of the gasoline in the supply tank is reduced to 8¼ inches (March 20th). On the 22d, the tank is replenished until the level is brought up to 12 inches, when the motor again runs until the level is brought down to 8¼ inches. On the 25th, the tank is filled to a depth of 21¾ inches and the motor run until the level is reduced to 12¾ inches on the 27th, and further run until reduced to 5¼ inches on the 28th. On the 29th, the tank is filled to a depth of 9 inches and the motor run until the tank is dry—the following day.

"Of course one must consider the fact that the variations are liable to be greater in the spring and fall and that Boston was in the storm center during some of these 12 days. Even then there were some fine days, such as the 18th, 22d and 27th, and fairly good days on the 20th, 23d and 29th.

"On the other hand, New Orleans must have had very fine weather, as the pressure varied but .15 inches from normal. On the 29th the barometer dropped to 29.85 inches and rose to 30.15 inches on the 20th and 28th. But even this small variation, showing but .3 of an inch between maximum and minimum, means 4½ inches reduced to a gasoline column.

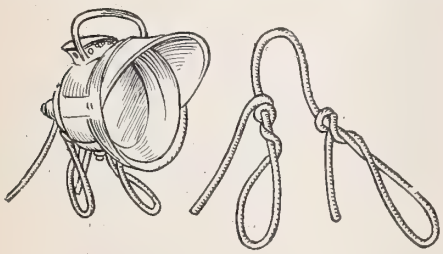
"Even this difference is likely to cause considerable trouble, when we note the fact that manufacturers are placing the float

chamber as close as possible to the spray nozzle in order that the comparative level between the two shall vary less than one inch on grades.

"As to altitude, it is not an uncommon thing in cross country touring to have a change of 1,800 feet, and a variation of 200 feet is a daily and sometimes hourly occurrence. A difference of 200 feet in altitude is equivalent to changing the level in the float chamber approximately three inches."

Lamp Tripod for Roadside Repairs.

Not the least important factor in the easy and successful repair of a puncture on the road at night is proper light. It is nothing short of a calamity to be caught



without a light on such an occasion, but even with a good lamp it is no simple matter to so arrange it so that the light strikes strongly on the tire. Either the ground is uneven so that the lamp will not stand upright, or in many cases it is so constructed that it will not stand alone. A clever English rider has originated a remarkably simple contrivance for holding the lamp in a convenient position on the ground while repairing a puncture in the dark. As the accompanying illustration shows, it consists of a piece of stiff wire twisted to form a sort of tripod or easel for the lamp to set into. While sufficiently strong to support the lamp, the flexible property of the wire permits of it being bent to set the lamp at any desired angle. Other points in its favor are its light weight and compactness, permitting it to be folded and carried in the tool box, requiring a very small amount of space. The limited length of the usual rubber gas tube leading from the generator to the lamp, of course, necessitates the dismounting of the generator and the placing of it on the ground close to the lamp when the latter was used to facilitate tire repairs, but such extra labor could be obviated by using an extra long tube and coiling the surplus portion around the frame.

Effects of Spark Plug Lengths.

While spark plugs may fit as regards the diameter of the hole in the cylinder and the number of threads to the inch they may not fit as regards the length of the plug itself. It is as equally important, however, that the points are not situated too far back in the cylinder as it is that they do not project too far out into the valve pocket. The effect in the former case is to cause slower combustion of the charge and consequently less power. When they extend too far the tendency is for them to become hot enough to cause pre-ignition and its attendant evils. Experiments have shown that the best results are obtained when the actual working parts extend just clear of the inner cylinder wall.

Trouser Guard with Puttee Effect.

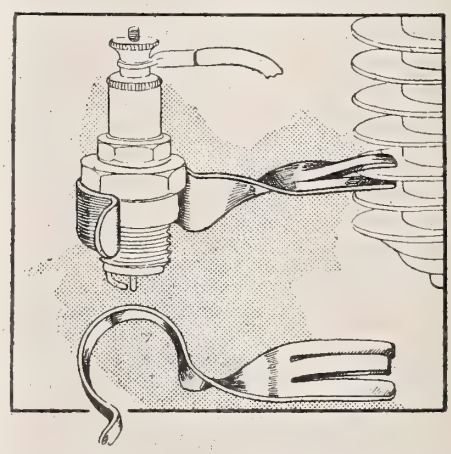
From the ordinary bicycle trouser guard to the motorcycle legging is rather a long



jump and leaves a gap that until quite recently has not been bridged. To meet the needs of cyclists or motorcyclists, who, desiring to retain their dressy appearance when in the saddle, do not care to don the leggins or puttee, but still seek something that will afford a greater degree of protection to the trousers than the ordinary guard and yet be of neat appearance and compact make-up, C. W. Bluemel & Bros., Wolston, Coventry, England, have brought out a combined trouser clip and puttee strap. As the accompanying illustration shows, the accessory consists of a clip and straps which are wrapped around the trousers, bringing them snugly around the calf of the leg and converting the trousers into a sort of temporary puttee. In attaching the device the clip is fastened to the front of the trousers at the bottom, which then are folded neatly, and the strap then wound upward in spiral fashion and hooked to the second strap just below the knee. When not in use the straps can be carried in the pocket, occupying but minimum space. The device is claimed to prevent unsightly bulging of the trousers below the knees, and to convert the trousers into "knickers" in one minute.

To Test Plugs Without Shock.

Testing the heat in a flatiron by the feminine method of applying a wet finger to its under side is nothing, to the average motorcyclist's way of thinking, as compared with the tortures that result from an endeavor to test out a doubtful spark plug on the outside of the average engine cylinder. There would be no difficulty about it if the pattern maker who is directly responsible for the exact shape of the cylinder exterior, only could be persuaded to leave a little projecting shelf or lug big enough to hold the plug in place when connected to the ignition wire. There are reasons why the pattern maker does not exhibit that evidence of kindly forethought, however, so that the average motorcyclist is constrained to go on trying to balance the plug on the sloping cylinder



head with one hand while he switches on the spark with the other.

That he need not run the risk of frequent high-tension shocks which this involves the accompanying picture indicates. Any rider who is skilful enough to use a hacksaw and a file, readily may fashion for himself a little clip, after the manner of the one shown. By using fairly heavy sheet iron for the purpose the flat end may be made strong enough to secure a good grip on one of the cooling flanges and the plug thus held securely while its own condition or that of the ignition system is investigated without risking a shock.

For Clean Plugs in a "Dirty" Engine.

Generally speaking, the remedy for a smoky and sooty engine is to reduce the amount of lubricant in the crank case, but in some engines this cannot be done without risk of starving the bearings. Where the difficulty is so pronounced as to cause chronic fouling of the spark plugs that portion of the evil may be cured by raising the plugs slightly in their regular mounting. This may be effected by inserting a thin collar or several standard washers under the flange of each plug, care being taken to see that sufficient length of thread is left to afford a secure hold for the plug. Some authorities even contend that it is expedient to enlarge the spark plug hole and get short length of iron pipe in the end of which the plug may be screwed. This seldom is necessary, however, and has the disadvantage of reducing compression to some extent.

THE "PRO" VS. THE TRADE RIDER

Racing for Cash Unprofitable and Trade Rider Gets It Just the Same—Opinions of One of Them.

"Turn professional? No, sirree; not at the present stage of the sport, with the chicken-feed purses the rule," remarked a well known trade rider the other day when the proposition was suggested to him. "If I wanted to make a living as a 'pro,' I would take up automobile or bicycle racing or aviation or something in which big money is offered, but the penny prizes that are offered at present to 'pros' in the motorcycle game don't tempt me for an instant," he went on.

"I've looked at it from a cash standpoint and I can't see any money in being a 'pro' at present. Why, $20 or $30 or even $50, which sometimes is hung up, is nothing to a 'pro' when you consider the expense he is under and the time between races that he is idle. Of course there are a few of the high-class professionals who get a salary from a manufacturers, but they are mighty few. The most that the average 'pro' gets from a manufacturer is the loan of a racing machine.

"The rider has to pay the transportation on the machine, as well as for himself, his hotel expenses, buy any parts that he may need, and everything else as well, except perhaps a pair of tires which may be given to him now and then, but the tire makers are not as generous as they used to be, either. Even though he may be successful and win several races the prizes are so small that they are swallowed immediately by expenses.

"Good prizes offered at the coming Springfield meet, you say? Yes, they are higher than anything heretofore offered, I will admit; but I think one reason for this is that the club up there is so anxious to run a meet that it was willing to put up big money if necessary to help the thing along. I don't think that the purses that the Springfielders are offering will become general or popular with other promoters for some time to come.

"The way I figure it at the present time a 'pro' gets about 75 per cent. glory and 25 per cent. cash for his work, and, to my way of thinking, this ratio is all out of proper proportions. Undoubtedly the present class of 'pros,' even though they are not numerous, are capable of putting up the best riding to be had in the country, but I can't see the advantage of being a 'pro.' In fact, a trade rider is better off at present, for while he may not take cash directly, he gets it indirectly in the way of expenses; he gets a machine from the manufacturer and has nothing to worry about except when actually racing.

"In a nutshell, the whole situation is this: When a trade rider makes good and is willing to stay in that class, the manufacturer keeps him under his wing; sort of nurses him, so to speak. But let him turn 'pro' and the manufacturer changes his base immediately. He lets the new 'pro' have a machine, and then says: 'Now you are a "pro" and must get out and hustle for yourself, for I am not going to put up for you any longer. You are going to get money for riding now, and it is only fair that you should pay your expenses yourself, just the same as you would have to do in any other occupation that you followed. I will let you have the use of a machine, but in all other things you will have to pay the freight yourself.'

"Now I don't mean that all of the 'pros' are treated like this, because I know there are a favored few who are well taken care of and who receive salaries, but the majority of them have their own row to hoe, and it is no easy hoeing, let me tell you, unless a fellow has some other means to fall back on. Some of those who have turned 'pro' had a great awakening when they found that the manufacturers who had taken care of them before were not going to play 'angel' any longer. Do you wonder that those of us who know what is on both sides of the fence are willing to stay in the trade rider class for a while longer?"

Friends Forever to Test Boys' Endurance.

The Friends Forever Society, which is a Morristown (Pa.) organization which fosters athletics for young folks, will on June 3 next hold what is styled a bicycle endurance run. Despite this impressive title, the contest will cover a distance of only 19 miles, which, according to the rules, must be completed within 90 minutes. The contest will be run on the lines of automobile endurance contests. There will be observers, checking stations, controls, etc., and a committee will examine the condition of the bicycles after the "strenuous" undertaking is completed. The prizes will be awarded on the point system.

Coney Island Track Scheme Up Again.

For the 'steenth time within the last 20 years the suggestion of a track at Coney Island is afloat. H. F. Bidwell, manager of F. A. Baker & Co.'s New York branch, is the father of this 1911 suggestion, which has not yet acquired the force of a movement. Bidwell, however, is quite enthusiastic that the amusement promoters at the island can be sufficiently interested to contribute the necessary funds for the construction of a track. In earlier years many other enthusiasts held the same opinion until they approached the owners of the amusement enterprises.

Members of the Elkhart Motorcycle Club, Elkhart, Ind., have agreed to co-operate with Chief of Police Rinehart in maintaining a strict compliance with the city's speed laws.

BOYD AND CASSIDY BREAK EVEN

Each Take Two Races at Denver's Opening Motorcycle Meet—Harry Good Takes What's Left.

Gobbling two races each, from a total of five, Glen Boyd and Dan Cassidy were the stars of the season's opening meet on the Tuileries track, Denver Col., Sunday, 9th inst. Boyd defeated Joe Wolters in a thrilling five miles match, and repeated in another race at the same distance. He also captured second in the remaining race, which went to Harry Good. Cassidy's portion of the glory was two three miles amateur events.

Boyd and Wolters put up the only thrilling race of the day in their match. Boyd rode an Indian while Wolters steered an Excelsior. From the crack of the gun they fought tooth and nail and see-sawed for the lead all the way. On account of the holes in the track, which has been rebanked and is not yet entirely smoothed out, no fast time was made, but the men up in daring what was lacking in speed. Once Wolters ran up a big lead, but Boyd pulled him down again and went to the front for good in the last mile, opening a gap which he increased to half a lap at the finish.

In another five miles event Boyd defeated Flickenstein, who in turn arrived ahead of Wolters. This trio together with Harry Good were the starters in the opening event, a five miles professional. Good lived up to his name and won in a hot drive, with Boyd second and Flickenstein third, with Wolters bringing up the rear.

Dan Cassidy gave promise of repeating his cleanup of last year in the amateur class. He walked off with both amateur events without extending himself greatly. Five thousand people turned out for the meet. Summary:

Five miles professional—Won by Harry Good; second, Glen Boyd, Indian; third, Lawrence Flickenstein; fourth, Joe Wolters, Excelsior. Time, 6:22⅖.

Three miles, amateur—Won by Dan Cassidy, Indian; second, Fred Saul; third, George Keyes. Time, 4:40⅗.

Five miles, professional, singles—Won by Glen Boyd, Indian; second, Joseph Wolters, Excelsior. Time, 5:43⅖.

Three miles, amateur—Won by Dan Cassidy, Indian; second, E. Schwartz. Time, 3:53.

Five miles, professional, twins—Won by Glen Boyd, Indian; second, Lawrence Flickenstein; third ,Joe Wolters, Excelsior. Time, 5:04.

The Germania Cycle Club, Hartford, Conn., has taken new quarters at 21 Central row. A five years lease of the second floor of the premises has been taken.

RUTT-STOL WON DESPITE BANANA

Pretty Story of Berlin's Big Six Day Race —Macfarland and Moran Outwitted by Clever Ruse.

According to the mail advices received from Berlin, the third annual six day race in that city was marked by some "pretty doings" during the 144 hours, and both Macfarland and Moran are kicking themselves blue and green for failing to grasp the opportunity presented during the last three hours of the long grind to regain their lost three laps and to humble the favorite team, Rutt-Stol, as they never had been humbled before. The story, which is vouched for by the Rad Welt, the great German daily cycling paper, goes to show what influence the reputation of a rider—to be able to keep any pace set and to be among the foremost sprinters of the time—has upon the other teams in a six day race. It shows also what great influence diplomacy and shrewdness play in the long grinds.

When the 28 pedal pushers lined up for the start on March 24 the German-Dutch team of Walter Rutt and Johann Stol loomed up as a three-to-one choice. The American team, Floyd Macfarland and Jimmy Moran, was second choice, while the Berlin combination, Saldow-Lorenz, the French-Dutch team, Brocco-Schilling, and the old team Stabe-Pawke which beat the veteran team, Root-Fogler, in last year's Berlin race for fourth money, were hot contenders for third place. The finish of the long grind showed that these guesses were fairly accurate, for Rutt and Stol won, with 3,406 kilometers; Macfarland-Moran second, three laps behind, and Brocco-Schilling third, five laps to the bad.

Through a mistake on the part of the builders of the track, some boards had been laid cross-wise, instead of lengthwise, and for the first five hours no less than 86 punctures were officially recorded as having occurred. The boards gradually grew smoother, and the riders used heavier tires, so that by the end of the first day punctures were no more frequent than in other long races. As is but natural with such track conditions, accidents and falls were numerous, and a rapid weeding out took place. At the end of the third day only nine teams were left in the race, with Rutt-Stol and Saldow-Lorenz tied for first place; Moran-Macfarland, DeMara-Stellbrink and Schilling-Brocco tied for third, one lap in the rear. The 74th hour brought the big fight, which sent the enormous crowd into a frenzy of excitement. In a wild sprint of over 20 minutes Rutt and Stol managed to shake off the whole field and gain a lap, although the Saldow-Lorenz combination made such a fight that even the doughty Rutt was totally exhausted after the spurt. During the melee incident to the wild sprinting, Macfarland and Moran managed to gain a lap over Brocco-Schilling and DeMara-Stellbrink.

Few changes occurred during the next two days, save that Rutt and Stol gained two more laps on the field, and it was not until the last few hours of the last day that the unexpected happened, threatening for a time to create several kinds of trouble for the favorites. At eight o'clock on Friday night, the 140th hour, someone connected with Rutt's camp handed the latter a large, luscious banana, and the big German swallowed it in a few bites. A few minutes later things began to happen. Rutt became unconscious from stomach cramps, almost delirious with pain a little later, and finally had to undergo the extremely inconvenient operation of having his stomach pumped out. Three doctors were working over him, and not a single person, except the attending nurse, was admitted to the room in which he lay. It looked all over with his chances to win.

In the meantime Moran had become a little curious about the long-continued absence of Rutt from the track, and started to ask questions of Stol; the latter was clever enough to jolly Moran and to tell him Rutt was saving himself for a final sprint in case Jimmy had any aspirations of starting one. This seemed to allay suspicions and while Rutt was lying unconscious on the operating table below, the other riders were slowly circling the track anxious to start something, but afraid of the "rested" Rutt, whom they thought lying in wait for such a chance.

Finally, after more than three hours absence from the track, Rutt came back, looking hale and hearty, with a bright red flush to his cheeks. Not one person in the tens of thousands who saw him knew that he barely could hold himself upright, and that the red was nothing but ten cents worth of rouge bought at a neighboring druggist's. He made a few rounds on his wheel, slowly and carefully, trying to smile at the reception accorded him. The minutes dragged towards the close of the race, and Moran and Macfarland began to see that not everything was as it ought to have been. They did not know, however, what it was, and were afraid to start a sprint which possibly might serve to crowd them out of their sure second place. Had anyone suspected that the robust-looking Rutt was barely able to hold himself on his bicycle, and could not have taken part in any sprint, there is no doubt but that those last 20 minutes of the race would have seen some frenzied excitement. Stol admitted after the race that in such a case he could not have held his own for five minutes, and that he probably would have been lapped a dozen times. Luckily for him and his partner, no Judas Iscariot arose, and Rutt and Stol were declared the winners amid the plaudits and enthusiasm of a crowd of 15,000 men and women.

Great excitement was caused on the second day of the race by F. Knorr, president of the Verband Deutscher Radrennbahnen (Association of German Racing Tracks), who openly charged Walter Rutt and Johann Stol with having entered into an agreement with Macfarland and Moran, according to which the German-Dutch team was to be allowed to land first place, while Macfarland and Moran were to be assured of second position. The outcome of the race would almost seem to bear out the charges, but a number of absolutely impartial witnesses who were present at the hearing of the charges and who later on watched the frantic efforts of Rutt and Stol to lap the Americans, the wild riding of the latter to keep from being lapped, and the many serious accidents occurring during these sprints, decried any possibility of such an agreement. Rigid inquiry was made into the charges, but no evidence to support them could be obtained. Due to the wild rumors of a fixed race and the unexpected arrival of the prefect of police with his staff at the track during the third day, the story gained ground that no further six day affairs were to be run in the German capital. So far, however, no action to this effect has been taken; on the contrary, arrangements are already being made to stage a similar race late this fall in the Exhibition Hall of the big Zoological Gardens.

Newark's New Track Opens Tomorrow.

Not only because it rained, but because work on the grandstand and track of the new velodrome at Newark, N. J., had not been completed, the inaugural meet did not occur on Sunday last as scheduled. Weather permitting, the first meet will be held tomorrow (Sunday), when an attractive program, consisting of two professional and three amateur events, will be decided; among them will be the Kramer Stakes at five miles and the Eastern Handicap at one mile.

Four More Australians Coming This Way.

Four more Australian cracks are coming over to try their fortunes in America. They are H. Grenda and H. Scott, who will go to Salt Lake City, and A. Lloyd and A. J. Davies, who will come East and follow the Chapman circuit. It is expected that the quartet will arrive by May 30th. They all are men with reputations and cannot well fail to add interest to the sport in this country.

Midnight Fire Damages the Clifton Track.

Fire, Tuesday night last, 11th inst., partially destroyed the Clifton (N. J.) three-lap board track. A portion of the grandstand was entirely burned and several hundred feet of the track itself was badly damaged. The fire is believed to have been of incendiary origin, as it was found that a barrel of gasolene had been placed under the grandstand.

At the Portland Hill Climb, March 26

A Stock Single Cylinder

Harley-Davidson

Made the Fastest Time Regardless of Class

THERE WERE 16 ENTRIES, 5 TWINS AND 11 SINGLES

In the 4 H. P. class the Harley-Davidson covered the 2 3-10 mile climb in 5 minutes, 18 seconds—just 1 minute, 2 seconds ahead of the second finisher.

Out of the two double cylinder classes of 5 H. P. and 7 H. P. machines the fastest machine was 7 seconds slower than the time of the single cylinder Harley-Davidson.

Figured out comparatively, the winning Harley-Davidson showed just 26½ per cent. more efficiency than the average of the other six makes represented in the single cylinder class, and exactly 19½ per cent. more efficiency than the machine which finished second.

Harley-Davidson Motors Develop the Power
Harley-Davidson Transmission Delivers the Power

WHY NOT RIDE THE MACHINE THAT SETS THE PACE, INSTEAD OF FOLLOWING IT?

Harley-Davidson Motor Company

160 L Street **Milwaukee, Wis.**

Big Spill in Brooklyn Indoor Race.

One of the worst spills which has attended indoor flat floor bicycle racing this season, marked the 14th Regiment games at the armory in Brooklyn, N. Y., Saturday night, 8th inst. It brought down four men hard against an iron rail, but through good fortune only one was seriously hurt. Henry Murphy, of the Century Road Club of America, sustained a fractured collar-bone and a split thumb. He was removed to a hospital and later taken home, and will be laid up for about a month. The other riders in the mixup, Walter Raleigh, William Van den Dries and E. H. Goodwin, escaped with minor bruises, although Van den Dries's wheel was wrecked. Accounts of the cause of the mixup differ, although several blame Goodwin for it in attempting to block Van den Dries from passing him in the fifth lap of the five miles final. Goodwin, however, claims that his wheel slipped. C. A. Mohrman, of the Irish-American A. C., won the race in 13:14⅘, and Goodwin, who scrambled from the wreck and remounted, finished second. Goodwin captured the two miles handicap from scratch in 4:51, clipping four-fifths of a second off the old record. J. T. Townsend, Irish-American A. C. (20)) was second, and C. Hausenbauer (85), third. The officials did not cover themselves with glory, several of the heats being run at wrong distances and having to be run over.

Mining Stock for Club Championships.

Rare indeed are the articles which at some time or another have not been offered as prizes in bicycle races, for the awards have run the whole gamut practically from medals to mince pie. It has remained for the ambitious New England Wheelmen, of New York City, to depart from the beaten paths and offer something entirely original in the prize line, i. e., mining stock. Don't laugh, for despite the unsavory reputation borne by the average collateral of this sort, in this case it is claimed to be real tangible goods and to be listed on the New York "curb" at 65 cents per share.

William Heineman, a member of the club, at the last meeting offered to donate 300 shares of the stock of the Branch Mint Mining & Milling Co., of Deadwood, S. D., in three certificates of 100 shares each as prizes for the club championships. Of course this offer was accepted before it was cold, and someone surely will become possessed of the handsomely engraved certificates attesting his right to the title of "stockholder" and the delightful diversion of clipping coupons. And even if there are no coupons to clip, the exquisite examples of the engravers are usually make nice wall decorations.

The club championships are to be run in three heats, and a certificate of 100 shares of stock will be given to the first man in the fast, medium and slow divisions, respectively. The total value of the stock at the quoted price is $195. Nor is this all of the prizes that the fortunate New Englanders will have set before them, for there also are three handsome gold medals and two loving cups, which are the gifts of the club and members, and will be offered in closed club races during the year.

Irish Jokes that Led to Court.

A cyclist of County Kildare, Ireland, who had left his bicycle standing in a hallway at Newbridge one evening recently, returned to find the lamp missing, and was compelled to ride home without a light. On the way he was stopped by a policeman, who told him he would be summoned to court. Next morning the cyclist received by mail a pawn ticket for the lamp, and on investigation he found that he had been the victim of a practical joke. Two friends who had recognized the bicycle had taken the lamp off and pawned it. The cyclist said nothing, but in the evening rode to Newbridge and saw his two friends who were engaged in a boxing match. Quietly taking their coats the cyclist sent them to the pawn shop, and handing the two practical jokers the tickets, while they were still unaware of the loss of their garments, he immediately started homewards. The discomfiture of the two friends when they discovered that they had been paid back in their own coin easily may be imagined. This story, when related by the cyclist in court, caused a great deal of merriment. The magistrate, however, did not think it funny enough to let the cyclist go free. He fined him just the same.

Rain Helps Hawkins to Hold the Cork.

On account of the rain last Sunday, 9th inst., the regular weekly "cork race" of the New England Wheelmen of New York City was not held, so that while J. B. Hawkins did not win the cork for another week he holds it just the same, thanks to the weather man. The cork races are proving great attractions to the riders in the Bronx, and each Sunday event brings large numbers of riders to the race. Incidentally, the contests are fine stimulants for new members and there are several new applications handed in every Sunday, some of them at the very starting line.

Team Race to Follow Acme's Handicap.

Starting from the 30 yards mark, Edward Rick beat out the scratch men by a close margin in the one mile handicap point race of the Acme Wheelmen of New York City on Sunday, 2d inst. Irving Higgins, scratch, nosed out John DeBruyn, also an honor marker, for second place by a wheel. The event was the first of a series for the club championship. Previous to the race, which was held on the roads near Guttenberg, N. J., the club held a run to the Guttenberg track, intending to run its speed event there, but the track was found in miserable condition and the cyclists were forced to the road for a course.

As the result of an impromptu speed brush between members of both organizations, the Acmes have been challenged by Captain Joseph Kopsky, of the New England Wheelmen, for a team race, the teams to be composed of members of the respective clubs. The challenge has been accepted and the distance named as 10 miles. The match will take place on the first joint open date of both clubs. The Acmes are desirous of receiving entry blanks from other promoting clubs. The blanks should be sent to John DeBruyn, captain, 602 W. 146th street, New York City.

Jockey Glass Secures a New Mount.

Jockey Glass, of the Emeryville (Cal.) track, has a new mount, and it is not a flesh and blood kind either, but an Indian motorcycle. This does not mean that Glass has forsaken the ponies and the turf, but that he sometimes likes to go faster than a quadruped can hike, so, being an old bicycle rider, he naturally turned to the gasoline steed, where spark and throttle have the whip and spurs beaten seven furlongs.

Kansas "Scouts" Who Use Bicycles.

The Boy Scouts, of Wichita, Kan., apparently realize that the bicycle is a pretty useful instrument for scouting purposes as well as for other things. At any rate some 40 of the "Scouts" last week made a two days' bicycle trip, in the course of which they selected and prepared the site for the Y. M. C. A. boys' summer camp.



WAITING FOR THE LAGGARDS

Kelly-Racine Tires

For Motorcycles and Bicycles

are now being made in our new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.

We shall produce 1,500 motorcycle tires and 3,000 bicycle tires per day, together with 1,200 inner tubes, a full line of tire sundries and a line of automobile, motor truck and carriage tires. Each tire, too, will have years of "know how" in it. Get acquainted with us promptly, as our earliest customers will have reason to rejoice.

KELLY-RACINE RUBBER CO.

Racine, Wisconsin

PATENTS.

974,839. Motorcycle Friction Clutch. Jacob R. Spangler, New York, N. Y., assignor to S. D. Manufacturing Co., Brooklyn, N. Y. Filed Sept. 9, 1909. Serial No. 516,85.

1. The combination of an explosive engine crank-case, a driving shaft journaled in the crank-case, a driven shaft operatively connected to the driving shaft, and a friction clutch arranged in the crank-case in the length of the driving shaft between the crank thereof and the driving shaft to permit of the crank slipping relatively to the driving portion of the driving shaft at the instant of explosion when the engine is first started, or when the load is increased beyond certain limits.

974,967. Magneto Electric Generator. Gottlob Honold, Stuttgart, Germany. Filed Aug. 28, 1906. Serial No. 332,326.

1. The combination with a dynamo electric generator having means for producing a plurality of substantially equal maximum rates of change of flux at alternately longer and shorter intervals, of ignition circuits arranged to be energized by said changes of flux, and two explosive engines having igniters within the ignition circuits and arranged in intersecting planes.

976,596. Speed Regulating Pulley for Motorcycles. Georges Henri Pertuiset, Geneva, Switzerland. Filed Feb. 16, 1910. Serial No. 554,168.

1. In an apparatus for regulating the speed of motorcycles, a motor provided with a shaft, pulley composed of two parts, one of which is provided with a hub keyed to the shaft of the motor and having a sleeve, the other part of said pulley being provided with a sleeve movable longitudinally on the sleeve of the hub of the part which is keyed to the shaft of the motor, said sleeves being provided with annular caps which are rotatable thereon, a vertically arranged rotatable shaft, arms connected with said shaft and movable toward and from each other according to the direction in which said shaft is turned and wedge-shaped devices connected with said arms and movable radially in said annular space when said arms are moved in opposite directions by the turning of said shaft.

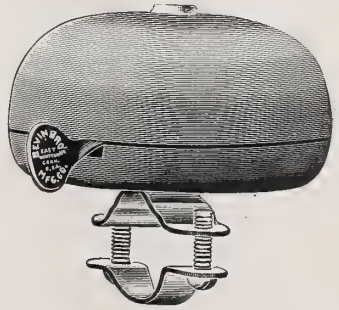
976,797. Sparking Plug for Internal Combustion Engines. Robert Frederick Hall, Moseley, Birmingham, England. Filed Oct. 30, 1908. Serial No. 460,320.

1. A spark plug for explosive engines comprising an insulator body tapered externally so as to diminish in diameter toward the outer end of the plug and also having a tapered bore which diminishes in diameter toward the outer end of the plug, a metal attaching shell adapted to serve as one of the electrodes of the plug, a metallic sleeve having an internal taper corresponding to and co-operative with the external taper upon the insulator body, said sleeve having a rigid gas-tight connection with said shell, and a conductor extending through the bore of the insulator body and having a tapered part which corresponds to and co-operates with the wall of the tapered bore of the insulator body, the tapers upon the exterior of the insulator body and the co-operating sleeve, and also the taper of the bore of such insulator body and tapered portion of the conductor being such that the pressure of the gas acting upon the inner end of the plug will tend to tighten such parts.

Bevin Bells



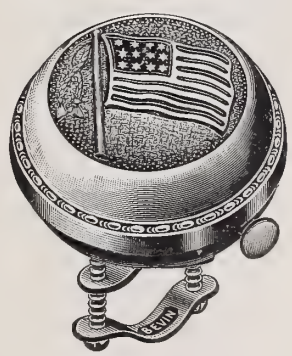
Here is a Bevin



and Another Bevin



Likewise a Bevin



Also Bevin

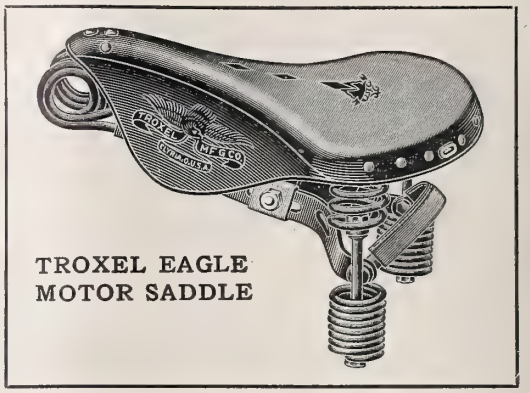
and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

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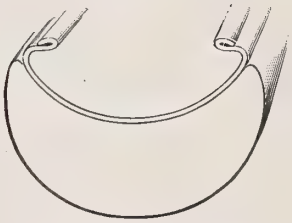
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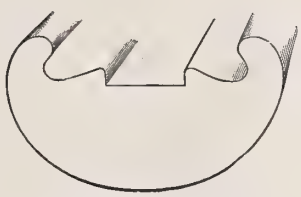
THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

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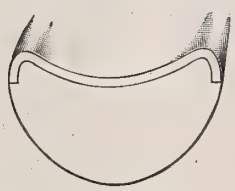
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Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



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ARE YOU READY

for the opening of the Spring Season with your shelves stocked with

New Departure Coaster Brakes

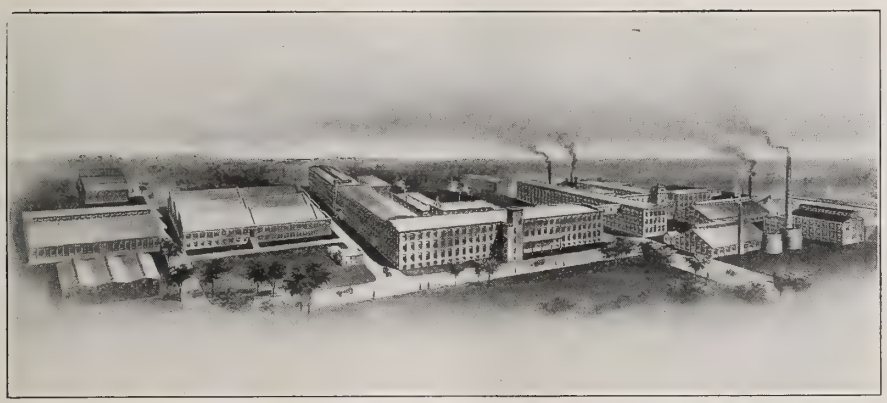
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The design remains the same so that all parts of the present model are interchangeable with parts of models for several years back.

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Coaster Brake Licensors

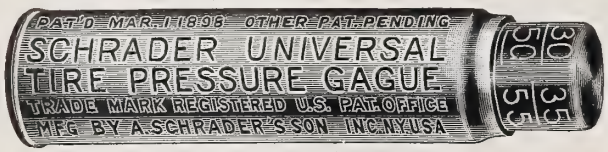
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It will tell the exact pressure in your tires at any time, day or night, by simply holding this Gauge to your Valve for a second. Its recording sleeve remains in place, showing the exact pressure in the tire so that the Gauge can be taken anywhere and read, at night to the front of machine into the light of the lamps. After the pressure has been ascertained the Indicating Sleeve can be pushed back into the Gauge with your finger. No catches or snaps to operate or get out of order. This Gauge is 2½ inches long over all, short enough to apply easily to the smallest diameter of wheel and can easily be carried in the vest pocket or the change pocket of your trousers.

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INDISPENSABLE IN TIRE REPAIR SHOPS

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will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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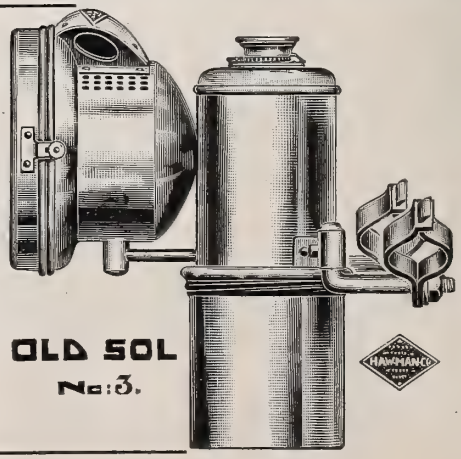
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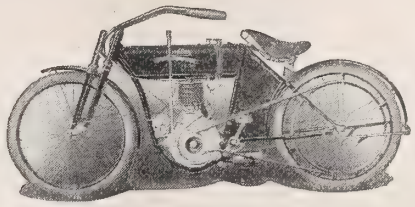
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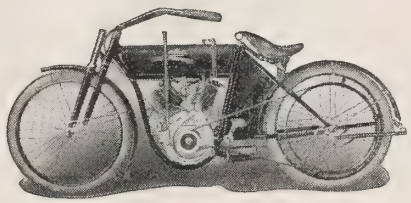
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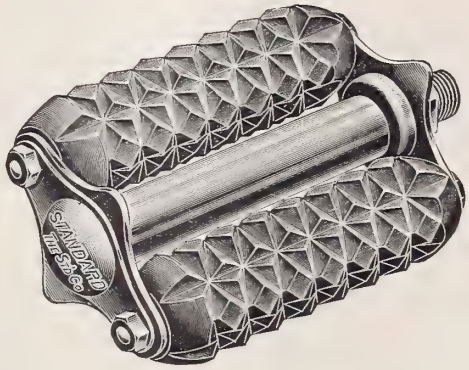
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in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

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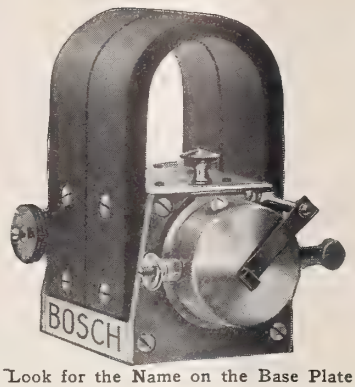
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20 New World's Records ON AN INDIAN

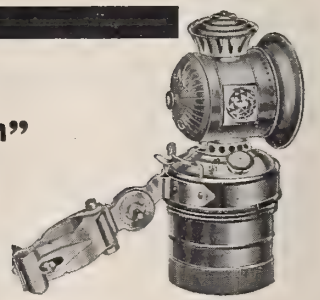
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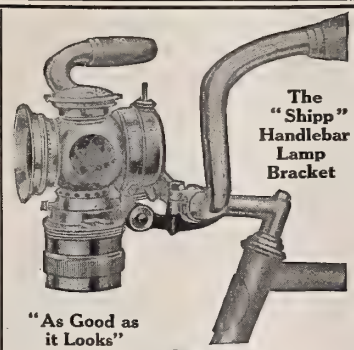
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Another Representative of Quality.



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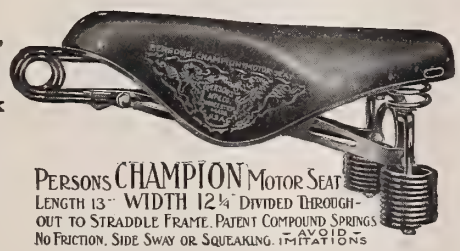
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Insist on being shown our 1911 Model Champion in comparison with any other Saddle before specifying equipment on your machines. We are satisfied to rest on your decision. QUALITY WINS.

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First. It brings the rear wheel four inches closer to the hanger, bringing more weight on the rear wheel, and relieves the strain from the front wheel and forks. This will be appreciated by all track riders, as it is a well established fact that in order to acquire any great amount of speed on tracks with sharp turns, it is essential to have all possible weight of the rider on the rear wheel.

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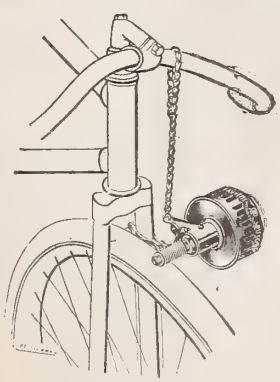
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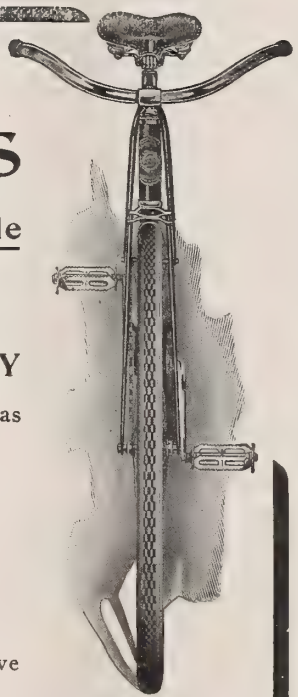
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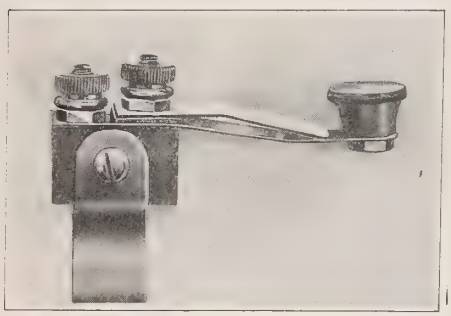
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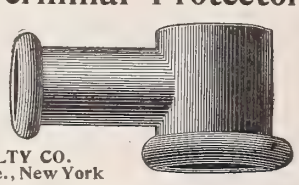
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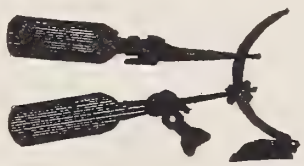


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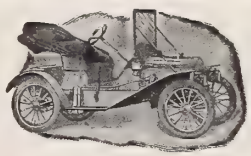
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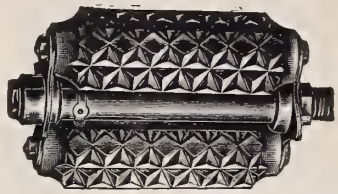


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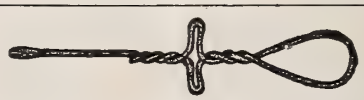
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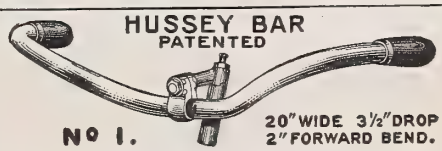
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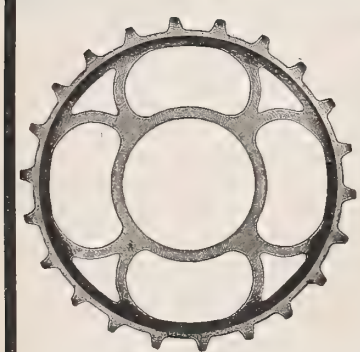
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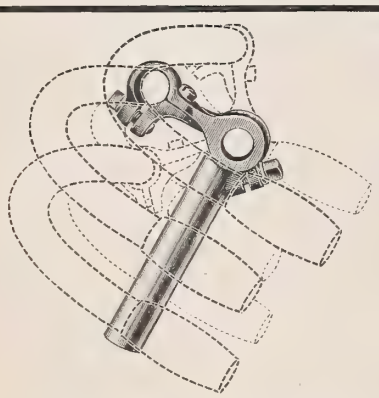
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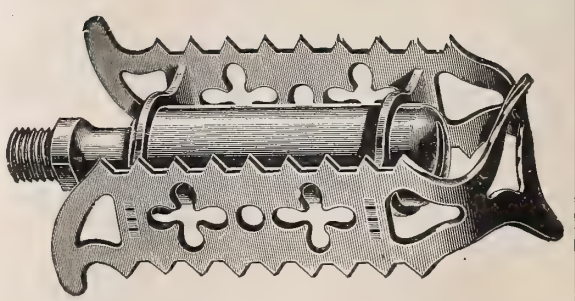


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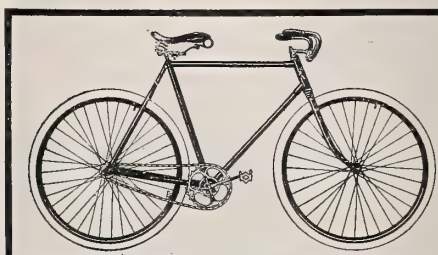
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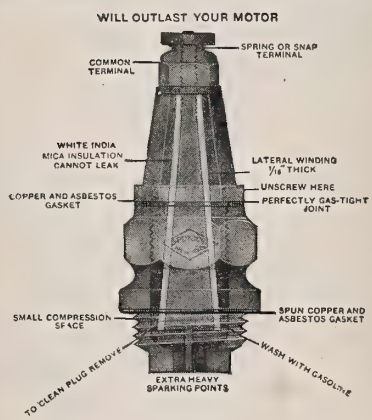
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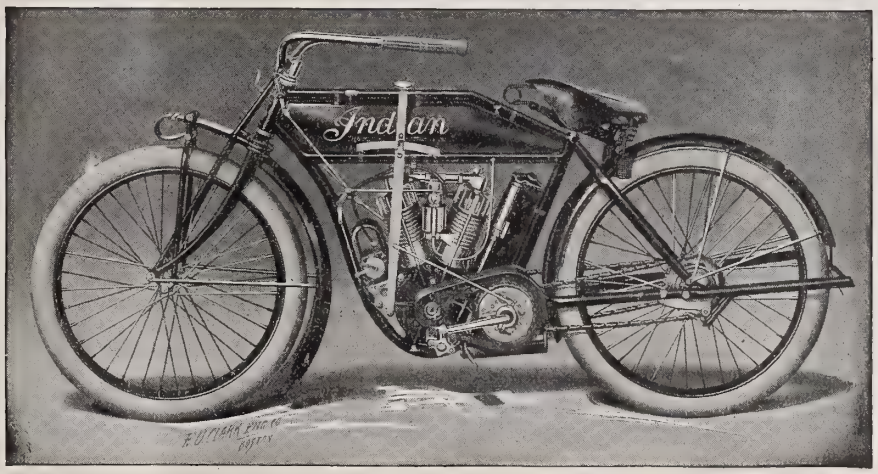
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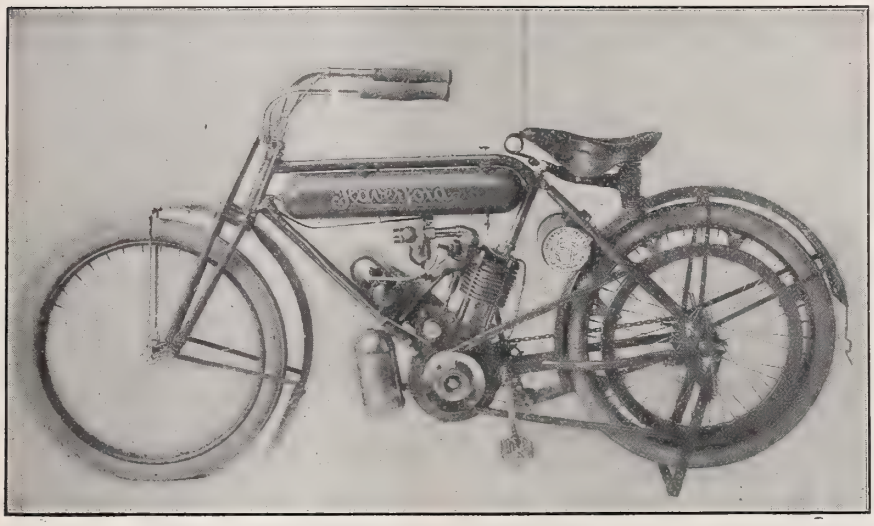
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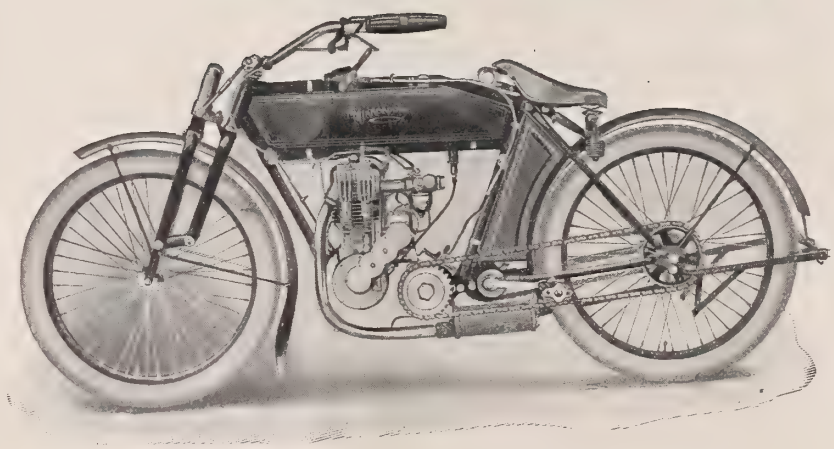
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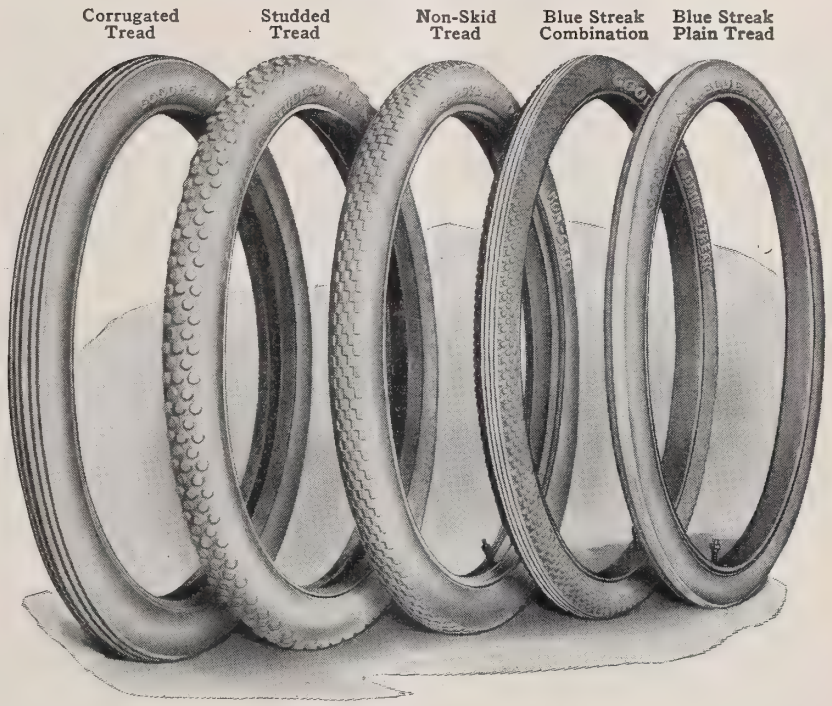
In this advanced model may be had everything that can be desired in a motorcycle and a whole lot more than most riders can appreciate without trying the machine. Great power without vibration—clutch which runs in oil and needs no adjusting, TWO-SPEED GEAR, the most desirable of all, and with clutch control on the handlebar, which is necessary for perfect control of the machine. Low saddle position with a perfect spring fork and an exceedingly attractive and beautiful appearing machine, of which every rider will feel justly proud.

STRONG FEATURES—Free Engine Clutch, enclosed in oil-tight case. Two-Speed Gear, enclosed in oil-tight case. Enclosed Drive Gears. Only one Drive Chain, and large Sprockets. Hess-Bright Ball-Bearings throughout. Early deliveries guaranteed.

SEND FOR FULL DESCRIPTION

MINNEAPOLIS MOTORCYCLE COMPANY, 517 South 7th Street, Minneapolis, Minn.

Five Great Motorcycle Tires
A Tire for Every Road Condition



You can never hope to get **the last atom** of service out of a motorcycle tire until it is built on purpose to meet the requirements of the road conditions encountered **most frequently.** Such tires stand for the very maximum of **mileage, endurance and speed.** And such tires, built with discriminating care by **master tire builders,** are

Goodyear Motorcycle Tires

The most complete line of motorcycle tires ever exploited—a tire for every road condition—a tire that means a saving over all other tires because most serviceable for its purpose.

The world's greatest tire experts build Goodyear Motorcycle Tires. And they do it by an exclusive process of our own that eliminates all the faults common to other tires.

Nothing but the finest grade NEW Para rubber, properly compounded, and fabric—the toughest in existence—is used in Goodyear Motorcycle Tires. And they are made larger and with thicker treads than any other tires for same size rims. Hence with a bigger air cushion, better rubber and thicker tread they are the easiest running, most durable and most economical tires you can buy.

Goodyear Motorcycle Tires are bound to the rim by beads molded, shaped and cured on exact duplicates of your own rims. So they **can't help fitting.** They can't creep nor rim-cut as the clinch of the rim holds the tire as in a vise until you remove it yourself.

Goodyear Motorcycle Tires have out-classed and out-distanced all others in exacting tests of endurance.

GOODYEAR
Motorcycle Tires

Use One of These Types

Goodyear Corrugated Tires—The tire for the average give-and-take road.

Goodyear Studded Tread Tires—For mud, sand, snow and ice travel. Studs well separated, tapering from base, insures clean tread always.

Goodyear Non-Skid Block Tread Tires—For city use where pavements are often slippery and dangerous. Vacuum prevents skidding. Used on motorcycles of Chicago police.

Goodyear Blue Streak Racing Tires—Two kinds: one for board tracks; another for dirt tracks. The speediest, most reliable racing tires made. World's record, from ½ to 92 miles, broken by De Rosier on **Blue Streak Tires.**

Greatest mileage—greatest endurance—**perfect** adaptability—these qualities combined with utmost comfort and economy are what you buy in the Goodyear Quintette of Motorcycle Tires. And all progressive dealers sell them because they **hold** old customers and **get** new ones. Write today for our illustrated booklet on motorcycle tires.

The Goodyear Tire & Rubber Co., Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

(299)

The entire motorcycling industry has been benefited by

Diamond MOTORCYCLE TIRES

Because:

We were the first tire makers to appreciate that the motorcycle is a small automobile rather than a large bicycle.

The first motorcycle tire built of automobile tire fabric and by automobile tire methods was the Diamond tire.

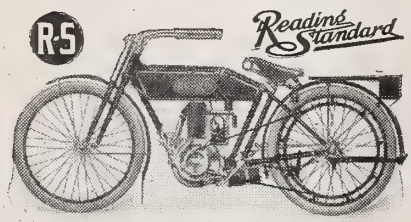
Diamond tires—these tires built on automobile tire lines—enable motorcycle manufacturers to develop their machines to a point that was impossible with the old-fashioned tires of bicycle tire fabric.

You, Mr. Rider, are reaping the benefit today in better, stronger, more reliable machines.

And you are getting better tire service—stauncher tires, longer wearing, more economical tires in Diamond tires. Send for our illustrated catalogue today.

THE DIAMOND RUBBER COMPANY, Akron, Ohio

DISTRIBUTING POINTS AND SERVICE STATIONS—New York, 1876 Broadway; Boston, 223 Columbus Ave.; Philadelphia, 304-6 N. Broad St.; Buffalo, 715 Main St.; Detroit, 265 Jefferson Ave.; Chicago, 1523-31 Michigan Ave.; Cleveland, 2017 Euclid Ave.; St. Louis, 3963-5 Olive St.; Minneapolis, 105 S. Tenth St.; San Francisco, Mission and Second Sts.; Los Angeles, 1207-9 S. Main St.; Pittsburg, 6122 Centre Ave., East End; Cincinnati, 807-9 Race St.; Denver, 1633 Court Place; Portland, Seventh and Burnside Sts.; Kansas City, 1329-31 Union Ave.; Atlanta, 46 Auburn Ave.; Houston, 1008 Walker Ave.; Dallas, 2028 Commerce St.; Seattle, 602 E. Pike St.; Toronto, 81 Adelaide St. West; Mexico City, Avenida Morelos No. 16; Newark, N. J., 31 New St.; Springfield, Mass.; 317 Dwight St.; Providence, R. I., 200 Washington St.; Albany, N. Y., 35-37 Central Ave. ;Brooklyn, N. Y., Tollner Blk., cor. Bedford & Putnam Aves.; Washington, D. C., 1319 Fourteenth St. N. W .;Richmond, Va., 707 W. Broad St.; Baltimore, Md.; 1417 N. Charles; Rochester, N. Y., 57 Monroe Ave.; Syracuse, N. Y., cor. S. Salina and E. Onondaga; Toledo, Ohio, 710 Madison Ave.; Dayton, Ohio, 7 W. First St.; Columbus, Ohio, 188 E. Gay St.; Louisville, Ky., S. W. cor. 3rd and Breckenridge; New Orleans, La., 617 Baronne St.; Jacksonville, Fla., 821 Main St.; Indianapolis, Ind., 120 E. New York St.; Milwaukee, Wis., 132 Oneida St.; Des Moines, Ia., 307 Tenth St.; Memphis, Tenn., 229 Monroe Ave.; Oklahoma City, Okla., 711 N. Broadway; San Antonio, Tex., 313 W. Houston St.; Grand Rapids, Mich., 15-17 Park St.;Saginaw, Mich., 815 Genesee Ave.; Omaha, Neb., 215 S. 20th St.; Portland, Me., 16 Forest Ave.; San Diego, Cal., 1260 Fourth St.; Sacramento, Cal., 728 First St.; Fresno, Cal., K and Merced Sts.; Salt Lake City, Utah, 128 So. State St.; Spokane, Wash.; Oakland, Cal.



The FINEST MOTORCYCLE *in the* WORLD

Reading Standard
Reliable Silent

One of the greatest objections to motorcycles in the past has been their noise.

A marked feature of the 1911 READING STANDARD is its smooth and absolutely silent running. This is attained through its perfect balance and accurate workmanship of its motor, and the elimination of noisy chains and loose, rattling controlling mechanism.

The same conditions assure absolute reliability and lasting service.

Our 1911 catalog tells you how and why. Write for it today.

Some valuable agencies open to established dealers only. No curbstone brokers or rider agents.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

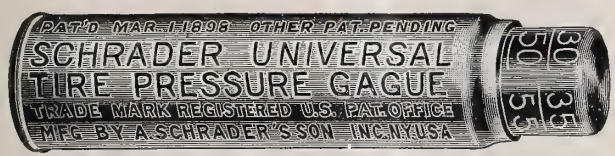
Motorcyclists and bicyclists should consider the importance of having their tires inflated to the right pressure.

IT IS TIRE ECONOMY AND IT SAVES MONEY

To know what pressure you have in your tires, use a

SCHRADER
Universal Tire Pressure Gauge

(Trade Mark Registered in U. S. Patent Office)



(Patented March, 1898—Other Patents Pending)

It will tell the exact pressure in your tires at any time, day or night, by simply holding this Gauge to your Valve for a second. Its recording sleeve remains in place, showing the exact pressure in the tire so that the Gauge can be taken anywhere and read, at night to the front of machine into the light of the lamps. After the pressure has been ascertained the Indicating Sleeve can be pushed back into the Gauge with your finger. No catches or snaps to operate or get out of order. This Gauge is 2½ inches long over all, short enough to apply easily to the smallest diameter of wheel and can easily be carried in the vest pocket or the change pocket of your trousers.

PRICE $1.00 EACH
READY FOR DELIVERY NOW

Guaranteed Simple
AND
Absolutely Accurate

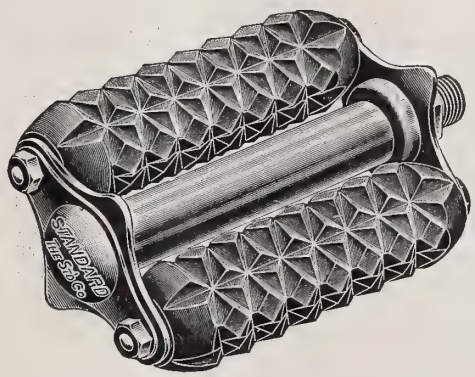
INDISPENSABLE IN TIRE REPAIR SHOPS

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.
28-32 Rose Street New York City

Manufacturers of the famous Schrader Universal Valves for Automobile, Motorcycle and Bicycle Tires.

From the feet up, there is resilient comfort in the



No. 3 Standard Motorcycle Pedal

Plenty of rubber, of the kind that lasts a long, long time without wearing out or getting hard. Deep corrugations so that the foot clings to the pedal. The No. 3 Standard Motorcycle Pedals sell for $3 per pair.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

Send for descriptive circulars

The Standard Co.
TORRINGTON, CONNECTICUT



Of the many and varied devices that have been designed to enhance the Motor Cyclist's comfort, the

BROOKS

Compound-spring

stands supreme—

This is an exclusive feature of the BROOKS COMPOUND-SPRING SADDLE, and only in such saddle can that spring, as we make it, be embodied—

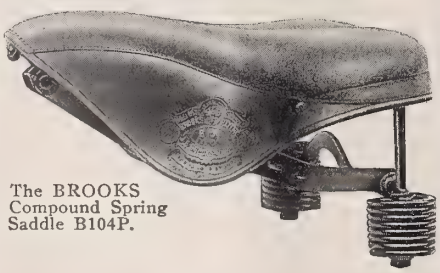
It is a feature that has done more to vanquish vibration than any other fitment, or component part thereof.

Other springs there are, but although they may have some virtues, they fail utterly in the matter of that compensating action which is essential to the rider's ease and comfort, and the dominating feature of the BROOKS.

Hence, include the BROOKS in the specification of every bicycle you sell, and thus ensure the complete satisfaction of your customer.

Sole Agents for Cycle Saddles—Brown Bros., Ltd., 22-34 Gt. Eastern St., London, E. C.

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENGLAND



The BROOKS Compound Spring Saddle B104P.

FISK
BICYCLE
TIRES

Standard Equipment on These Bicycles

Iver Johnson	**Pope**
Pierce	**Yale**
Snell	**Emblem**

MANUFACTURERS of high-priced bicycles choose their tire equipment carefully.

THEY know that to select a tire which would not wear would be to invite trouble for themselves.

THEY know that the wheel maker would have to be a buffer between rider and tire maker in case of dissatisfaction.

THEY take no chances—neither should you.

FISK Bicycle Tires are made in many styles and each represents the highest quality in its grade. Write for illustrated tire booklet.

DEALERS TAKE NOTICE

75 per cent. of the high-grade bicycles to be built in 1911 will be equipped with Fisk Bicycle Tires. Write for complete information now as the renewals next year will mean increased demand.

THE FISK RUBBER COMPANY
Department E CHICOPEE FALLS, MASS.
Direct Factory Branches in Twenty-nine Cities



Pope Flush Joint Reinforcements

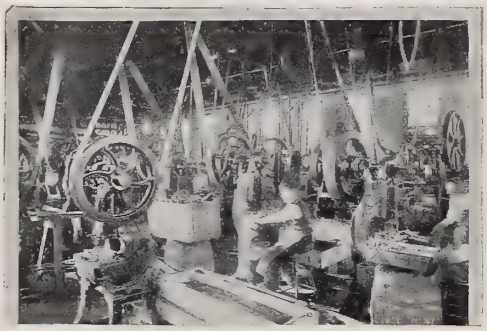
POPE NAMEPLATE BICYCLES

Why Not Sell Wheels That Are Made Right?

DO you know that there is only one scientifically correct way of reinforcing and brazing the frame tubing to the steering head so as to form a perfect joint?

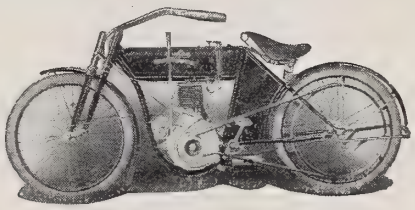
The illustration shows how the frame tubing of all Pope Nameplate Bicycles is internally reinforced and inseparably joined to the steering head. At the top are seen the branch and thimble, which when telescoped one within the other and inserted into sockets in the steering head, are spun out by a special mechanical process so as to force the steel all around the inside of the steering head in a tight layer. The superiority of the Pope method lies in the fact that the reinforcement extends ALL AROUND THE INSIDE OF THE STEERING HEAD, whereas in the general run of wheels, the reinforcement consists merely of prongs forced into the steering head and bent back.

Some of the special machinery used in the making of Pope bicycle frames is seen in the accompanying picture which shows a corner of a room in our great bicycle factory at Westfield, Massachusetts—a plant whose facilities and equipment for just such special processes as are entailed in making reinforced flush joints and brazing by the "dip" method cannot be duplicated.



Press Room in Pope Plant

THE POPE MANUFACTURING COMPANY
Hartford, Conn.

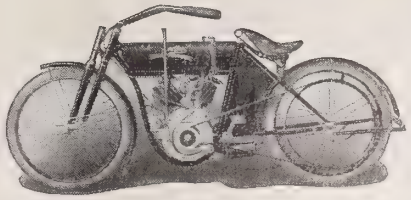


The Emblem itself is right for the rider, and the Emblem policy is right for the dealer. Are you right for the Emblem? Why not write?

EMBLEM
MANUFACTURING CO.
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

EMBLEM



Pennsylvania BICYCLE TIRES

For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

In the matter of your

Bent Parts

(Forks—Stays—Forksides—Frames)

we can save you money because we have the

EXPERIENCE

AND THE

FACILITIES

Why not let us demonstrate our ability to cut down your costs? We work to standard or special designs and use

STANDARD SEAMLESS STEEL TUBING

THE STANDARD WELDING CO.

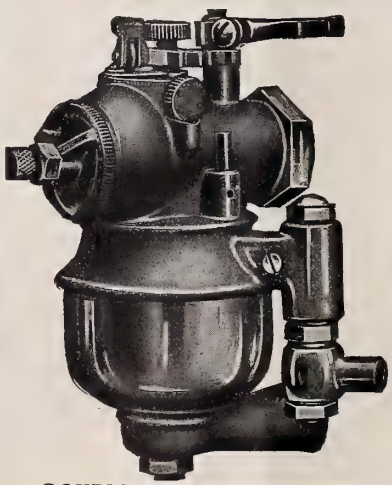
CLEVELAND

CHICAGO DETROIT NEW YORK

HEITGER

Model G, 1911, Motorcycle Carbureters

Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nickeled and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



DOUBLE ADJUSTMENT TYPE
Glass or Brass Bowl

We can make prompt deliveries.
Catalogs now ready.

HEITGER CARBURETER COMPANY
225 W. South Street
INDIANAPOLIS, IND.

QUALITY

Is the first consideration in the manufacture of



"Safety Tread"

Continental=Erie MOTORCYCLE TIRES

Ten years of experience in building tires should convince you that not only the best materials obtainable are used in the manufacture of Continental=Erie Motorcycle Tires but that they are so constructed as to insure the maximum amount of service on the heaviest and fastest machines.

YOUR CHOICE OF TWO TREADS—"SAFETY" OR "ANTI-SLIP"

"Ask Your Jobber—He Knows"

CONTINENTAL RUBBER WORKS, Erie, Pa.

NEW YORK BRANCH—43 Murray St.

RENOLD CYCLE CHAINS

1-2 in. pitch Roller Chain



1-8 in., 3-16 in., and 1-4 in. wide

(615)

The SWEETEST RUNNING and MOST DURABLE CYCLE CHAIN is the RENOLD ½ in. pitch Roller Chain, because:—

On a given diameter of sprocket there are twice as many teeth as for a Block chain.

The use of Rollers greatly reduces the friction between the chain and wheel teeth.

The Roller Chain permits of a better tooth form than the block.

The Roller Chain, width for width, is stronger than the block.

The Roller Chain does not tighten up in mud so readily as the Block type, and adjustment for slack is not so important.

Records show that Renold Roller Chains last nearly twice as long as Block Chains.

The RENOLD TWIN ROLLER CHAIN has many of the advantages of the ½ in. pitch, and any rider can learn what these are without the expense of fitting new sprockets, because the Twin Roller Chain will run on sprockets cut for block chains.

1 in. pitch Twin Roller Chain



1-8 in., 3-16 in., and 1-4 in. wide

(616)

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BROWN BROS., Ltd.

22-34 Great Eastern St. LONDON, E. C., ENGLAND

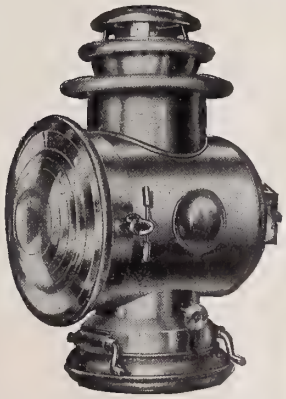
HAM'S DERBY

HAMLIGHT

QUALITY LAMPS

Cold Blast Motorcycle Lamp

Burns kerosene oil.



Has none of the bad features of the acetylene and all of the good.

Produces a light of exceptional brilliancy and will not blow or jar out.

Handsomely designed to conform with the graceful lines of the motorcycle and strongly constructed of heavy gauge brass, all parts riveted.

Measures 9 inches high and fitted with a 4¾-inch magnifying lense, highly polished silver plated reflectors, and red and green side signals.

Handsomely finished in polished brass, nickel plate, black, Royal blue, French gray or red with nickel or brass trimmings.

Write for detailed description and price list.

C. T. HAM MFG. COMPANY

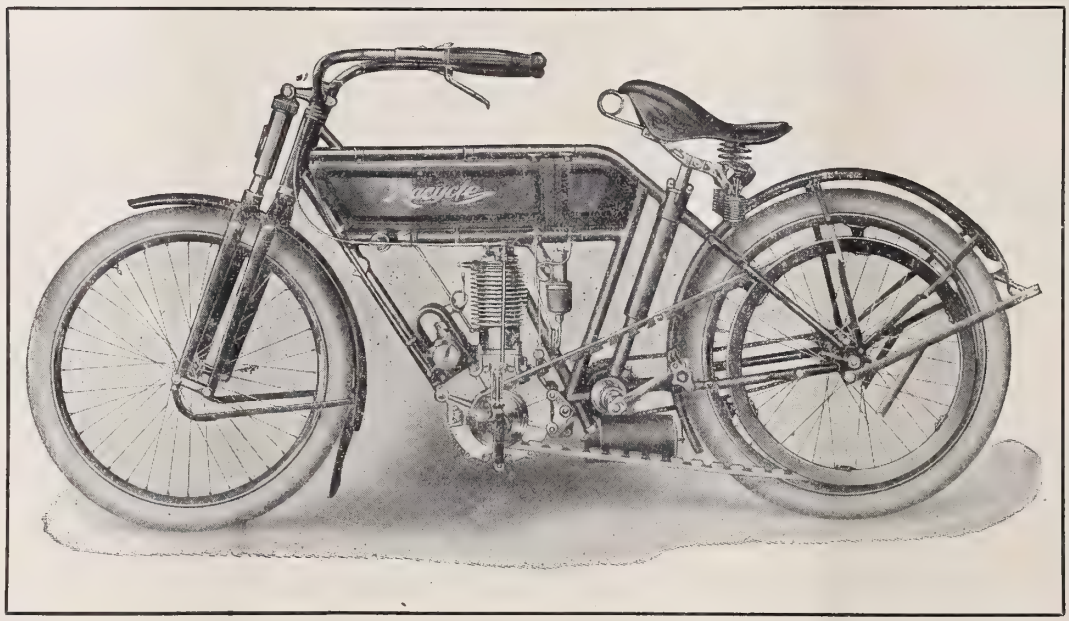
ROCHESTER, N. Y.

Quality Means Economy—"Racycle" Means Both

Riders will tell you that the 1911 4 Horse Racycle with Free Engine Clutch will take the hills "like a scared rabbit."

Flat
or
V Belt

Battery
or
Magneto



Free Engine
or
Idler

Spring
Seat
Post

It takes just a twist of the wrist to operate the clutch.

The Musselman Air-Cooled Motor Brake

gives you that feeling of safety and security that is so absolutely necessary to perfect enjoyment and comfort in riding. Walter Bryson, after his trip from Los Angeles to San Francisco and return over the mountains, says: "On the very steepest grades, the armless, air-cooled Musselman Coaster Brake proved entirely efficient."

It's as Powerful and as Certain as an Air Brake

WRITE FOR 1911 FREE CATALOG

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers

DISTRIBUTORS:

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GUS HABICH, Indianapolis, Ind.
GEO. H. GREISS, Philadelphia, Pa.
E. A. WILLIAMS, Minneapolis, Minn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, April 22, 1911. No. 5

MAY GET FIRST WEEK AT CHICAGO

Motorcycle Makers Hear Good News at Buffalo Meeting—Will Gather Next August in Atlantic City.

What was the first meeting of the Motorcycle Manufacturers' Association since the Chicago show in February took place in Buffalo, N. Y., at the Statler Hotel, on Wednesday, 19th inst. Show matters took up a good part of the session, and the chairman of the show committee, George M. Hendee, turned over to the association $3,060 received from the proceeds of the New York show in January, and $245 rebate from the Chicago show. The 1912 show situation was taken up to some extent, but no definite recommendations were made. The management of the Chicago show has half promised that the motorcycle section next February can be included in the first week instead of the second week of the show. Hendee was reappointed chairman of the show committee.

The 1911 F. A. M. national meet having been awarded to Buffalo, the motorcycle manufacturers adopted a resolution favoring the plan of a double tour to the meet—one to start from the East and the other from the West. It is the idea that the tours should be non-competitive and that the motorcycle clubs of the various towns should join the tour as it passes through their respective cities, with a tourmaster in charge of each tour.

Recognition was taken of the untimely and sudden death of W. S. Gorton, of the Standard Welding Co., and resolutions of sympathy were drawn and forwarded to the family. It was the sentiment of the meeting that in the death of Mr. Gorton the trade had lost one of its brightest minds.

The matter of a uniform basis of horsepower rating again was taken up, but after a period of discussion the matter once more was laid over, to be brought up at the next meeting. The reports of the various committees were read and approved.

The next meeting of the association, which is the annual meeting, will take place at Atlantic City, N. J., during the first week in August, the exact date to be named later by the president. The motorcycle manufacturers plan to be in Atlantic City at the time of the midsummer trade meet of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

E. S. Fretz, the president of the organization, presided at the meeting, and the roll call showed the following members present: H. T. Roberts, of the Aurora Automatic Machinery Co.; A. B. Coffman, Consolidated Mfg. Co.; W. G. Schack, Emblem Mfg. Co.; George M. Hendee, Hendee Mfg. Co.; C. L. Waters, Marvel Motorcycle Co.; E. S. Fretz, Merkel-Light Motor Co.; W. A. Johnson and W. B. Colburn, Pierce Cycle Co ; George W. Sherman, Flanders Mfg. Co., and W. F. Remppis, Reading Standard Co . Following the meeting, W. G. Schack, of the Emblem company, entertained the members at lunch, and at dinner they were the guests of W. B. Colburn, acting for the Pierce Cycle Co. The dinner was at the Buffalo Club and was followed by a bowling tournament.

Clausen Brothers Add the Marvel.

Clausen Brothers, 1517 Michigan avenue, Chicago, Ill., distributors of the Yale motorcycle, have added a second machine to their offerings. They will handle the Marvel in addition to the Yale.

WANTS RIMS TO BE STANDARDIZED

Falor Urging Uniformity in Style as a Needed Reform—Takes It up with Motorcycle Manufacturers.

Standardized rims for motorcycles, instead of the different types now offered, are one of the important needs of the motorcycle industry, according to S. A. Falor, manager of the motorcycle tire department of the Goodyear Tire & Rubber Co., Akron, O., and he has started a trade movement looking to the necessary standardization. In pursuance of his campaign, Falor visited Buffalo this week and brought the matter up informally with the motorcycle manufacturers who had gathered in that city for the meeting of the Motorcycle Manufacturers' Association.

At present there are two chief styles of rim, viz., the single clinch and the double clinch. In addition to these, the so-called Dunlop style of rim is found on some of the imported machines, but Falor's reform does not contemplate any effect on what the foreign manufacturers choose to do. Without championing either the single clinch or the double clinch as against the other, Falor believes that the motorcycle manufacturers should agree on one or the other and make it standard, so that there will be an elimination of the confusion that exists in regard to them.

A single clinch tire cannot very well be put on a double clinch rim, and while it is possible to put a double clinch tire on a single clinch rim, the fit is likely to be very unsatisfactory if not dangerous. The purpose of the reform is to have the makers decide on one or the other, so that all tires of a given size will be interchangeable.

HOW THE NEW HARLEY-DAVIDSON PLANT LOOKS AS COMPLETED.



The last addition to the new factory of the Harley-Davidson Motor Co., Milwaukee, Wis., was started December 15 and finished March 22, and the picture shows the complete plant, which soon will be in full operation.

Caps for Spark Plugs and Other Things.

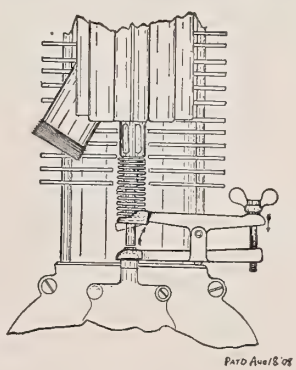
Plug hats are one of the last things on earth that would be expected to have a place in the motorcycle accessory field, but these are but one of several novelties to be found in the complete catalog of motorcycle supplies which just has been issued by the Motor Car Equipment Co., 55 Warren street, New York City. In this case, however, the "hat" is not of the Kelly variety, but is a small fiber cup or cap designed to fit over the exposed end of a spark plug to prevent short circuiting troubles due to moisture, and also to protect the rider from unpleasant shocks by accidentally coming in contact with the terminal when the "line is busy." In addition to the standard accessories there also are listed such advanced articles as tire pressure gauges, polishing chamois, new style convex inner tube patches and combination gas tank and Anheuser Busch keys.

Thiem to Market Through Own Agents.

Being well settled in its new factory in St. Paul, Minn., the Thiem Mfg. Co., announces that for the 1911 season it is producing a 4-5 horsepower machine in four models, representing the product of 12 years' experience in motorcycle manufacturing. It is the company's intention to change its selling plan so that ultimately its entire output will be marketed through its own agents. In the past it has been building motors and complete motorcycles for the jobbing trade and large dealers who have been advertising and selling the machines under their own nameplate and as their own make. All new agencies are being appointed in the various districts. E. W. Keller, who has written several text books on motorcycles and who has been responsible for various improvements and accessories, is now associated with the Thiem company.

Valve Lifter that Serves Morality.

Like Artemus Ward's "strictly moral show," a new valve lifter evolved by B. A. Swenson, 298 Blackstone street, Providence, R. I., has the effect of catering to and conserving the proprieties while at the same time serving a valuable function in human service. At any rate, Swenson claims for the device that it "will prevent burnt fingers, cuss words and broken cylin-



der flanges," and as a motorcycle rider and dealer of unusual length and ardor of experience he is familiar with all three of these evils. The lifter, which is shown in the accompanying illustration, is small enough to be carried in the tool bag and yet sufficiently stout and efficacious to be a satisfactory shop tool. Swenson has been making the lifters in small lots from time to time, and they have proved in such demand that he now is manufacturing them in big quantities that permit of an immediate filling of orders.

New Model from Chicago Handle Bar.

The Chicago Handle Bar Co., of Shelby, O., is shortly to produce a new handle bar of the Kelly Hussey type, which will be available to the trade in the near future. The company not long ago applied for a patent on a new adjustable handle bar stem, and has received notice that a number of the principal claims have been allowed. The invention involved in this patent is to be incorporated in the new handle bar. The company is to establish a branch shop in the East, which will be located either in Reading, Pa., or in New York City, where the bar will be manufactured, as well as that portion of the standard product which is now distributed to the East from the main offices of the company at Shelby.

Helps Accessory Buying at Long Range.

Having for several years specialized on accessories and equipment for motorcycles, the Motorcycle Equipment Co., of Hammondsport, N. Y., this year has brought out a 24-page catalog representing the fruits of its experience as to what the motorcyclist requires. The catalog is rich in illustrations and detailed descriptions, and contains all manner of motorcycle goods from carbureters to clothing. It is intended to be of assistance to the motorcyclist who by reason of his location is compelled to buy by mail.

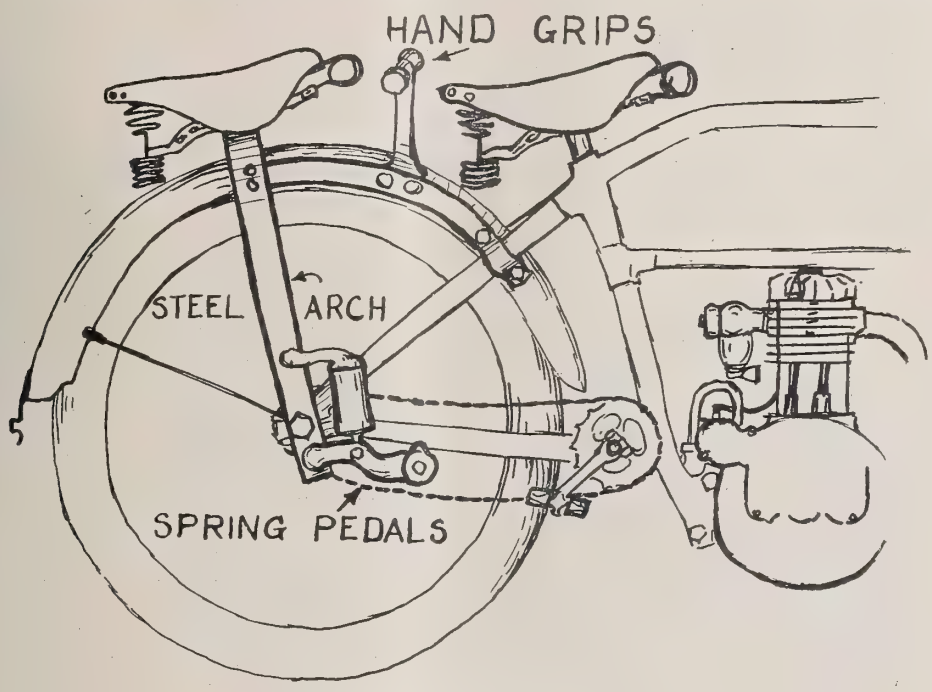
Allentown Has a New Repair Shop.

Wentz & Dugan, Allentown, Pa., have opened an establishment for the storage and repair of motorcycles and bicycles on Bridge street near Front. The new firm is composed of Charles Wentz and Nicholas Dugan.

DISCLOSES TWO NEW ACCESSORIES

Chicago Concern Has Tandem Attachment and Luggage Carrier of Novel Design —Spankers to Follow.

Backed by men of long practical experience in the motorcycle field, a new motorcycle accessory manufacturing company has been formed in Chicago, Ill., to be known as the Ero Mfg. Co. The company will deal in motorcycle accessories exclusively, and F. L. Eiler is in charge of the plant, which is located at Jackson boulevard and Clinton street. Two of the specialties manufactured by the concern are a luggage carrier and a tandem attachment. Both are designed to be especially strong and to stand up under heavy loads and hard work.



ERO TANDEM ATTACHMENT

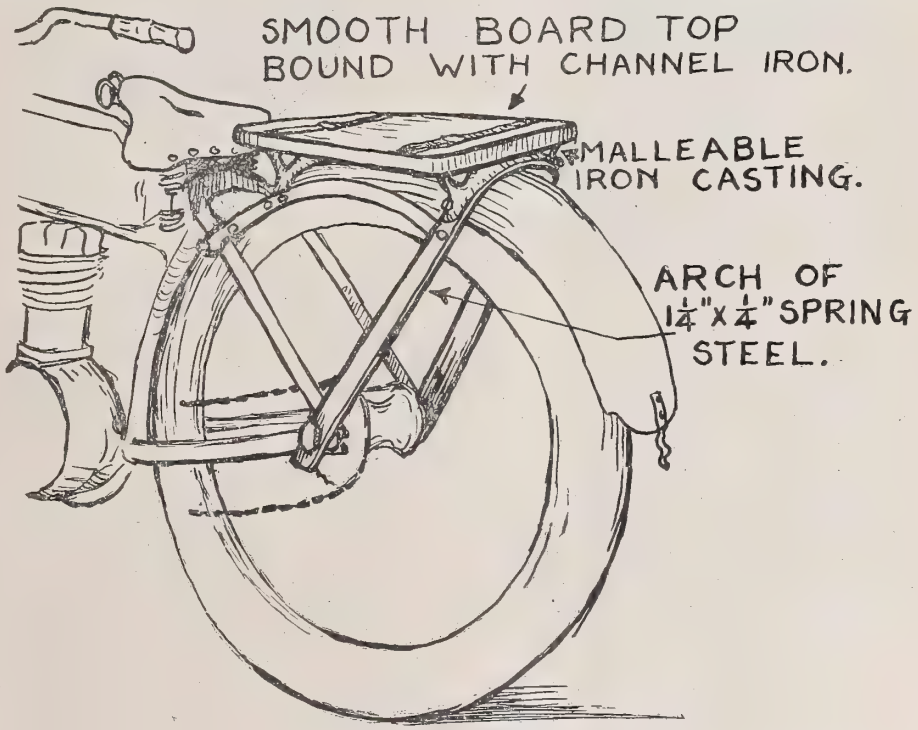
The seat on the tandem attachment is given a very low position by clamping it on a short stud which is brazed to a spring steel arch that forms the main support, running from the axle on one side up over the mudguard and down to the axle on the other side. This arch is one continuous piece of 1¼ x ¼-inch spring steel and will support a greater load than the rear axle is capable of sustaining. The pedals are spring suspended, operating on the barrel and plunger principle. The springs are six inches in length, with three-fourths inch coils and are carried on strong eye-bolts, the whole being entirely enclosed in barrels so that the springs are exposed only momentarily when they are distended. The pedals or foot rests are round instead of the customary flat rubber block, the circular spool rest being considered more restful for the foot. Should a foot rest be broken off by a fall or other accident, an emergency pedal pin can be inserted.

When passing over rough spots the rider naturally stands on the pedals, and the spring suspension relieves the shock. The handle bars are very short and close in front of the saddle, making it easy to vault into the saddle after pushing the machine off. The attachment will fit any machine, without the necessity of alterations.

The luggage carrier has features in common with tandem attachment, in that the design embodies a continuous spring steel arch and the device will fit any make of motorcycle. The top, instead of having the customary tubing and cross bars, which leave their mark on a suit case after even a short run, is made of hard wood bound with channel iron and is perfectly smooth on top. The sides of the channels are set in the wood, coming flush with the surface. Two slots on each side are cut for the two 40-inch heavy linen straps to pass through. The buckles on these straps hold at any point instead of using holes at fixed intervals. The top rests on a casting of tough malleable iron, which is bolted to the top of the spring steel arch. All strain is thus brought directly on the arch instead of on the rivets, differing in this respect from the ordinary carrier. From a luggage carrier the device may be converted to a very satisfactory tandem attachment by putting on the spring pedals, which is quickly accomplished, and by strapping on a cushioned seat that the Ero company makes.

A special form of axle nut is provided with the attachments, to facilitate their being put on or taken off. The nut is considerably longer than the standard, and has one end drilled and threaded to go on the axle as usual, while in the other end is a threaded hole into which goes a large hexagon-headed screw which holds the carrier or tandem. The outer screw can be taken out and the attachment removed without disturbing the axle nut proper. The tandem equipment includes a high grade saddle and khaki dust guard cover for the rear wheel.

A spanker spring seat attachment to replace the ordinary rigid seat post of a motorcycle is being developed by the company, and in all probability will soon be placed on the market. In addition to the products of its own manufacture, the company sells motorcycle supplies of every description, including parts for any make of machine, Duxbak belts, leather and rubber



SMOOTH TOP ERO LUGGAGE CARRIER

V belts, chains, saddles, tires and the like. Various other new accessories, of the company's own manufacture, are in the works and will be offered in due course.

Pierce Mounts Salesmen on Motorcycles.

Backing its selling arguments by practical example, the Pierce Cycle Co., of Buffalo, N. Y., has put in effect a plan whereby all but one or two of its traveling salesmen use Pierce motorcycles instead of railroad trains for their travels in quest of bicycle and motorcycle orders. The company declares that the motorcycles are great time savers as against the railways, as the salesmen using trains seldom cover more than two towns a day, while the motorcycle travelers sometimes make as many as a dozen towns in the same time. Furthermore, the salesmen with the motorcycles have samples of their offerings right with them when they ride the machines. "exit trains; enter motorcycles" is their slogan. The movement at present affects the Eastern and Central Western states and the Pacific Coast territory, while ultimately these "knights of the gasoline" are to be put in every state, canvassing, demonstrating and selling.

Almost a Motorcycle Encyclopedia.

Testifying to its completeness by its 48 pages of strictly motorcycle accessories, of which 92 distinct kinds are thoroughly described by 221 illustrations and ample text matter, the 1911 catalog of F. A. Baker & Co., 10 Warren street, New York City, well might be classed as a motorcycle accessory encyclopedia. Some of the articles listed that usually are not found in the average catalog are, for example, acetylene gas tail lamps, paper drinking cups, automatic pistols, handlebar muffs and Indian motors. Baker is the only jobber listing these engines and is prepared to supply them in any of the standard sizes complete with carbureter and with or without magneto.

Burglars Visit Jacksonville Dealer.

The costly honor of being the first man in Jacksonville, Fla., to have a motorcycle stolen belongs to Albert A. Stoddard, who handles the Merkel and M. M. motorcycles at 2015 Main street. His establishment was entered by a thief who broke in through a rear window and selected a Merkel 7 horsepower twin, No. 2930. A reward of $25 is offered for the recovery of the machine.

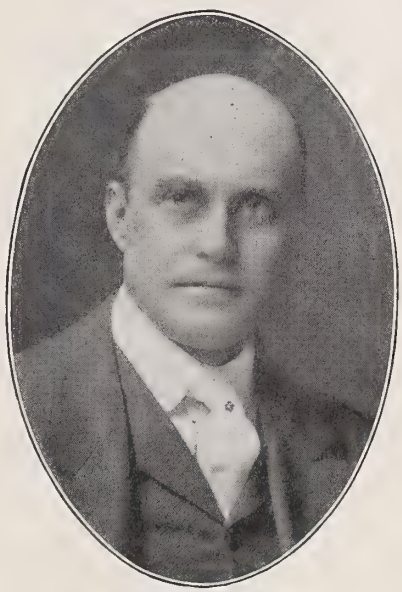
Griffith Joins New Departure Staff.

A. E. Griffith, of New York City, has joined the sales force of the New Departure Mfg. Co., Bristol, Conn., maker of New Departure coaster brakes, bells and cycle sundries. The company also has strengthened its engineering corps by adding Victor W. Page, of Pawtucket, R. I., who has been the editor of the New England Automobile Journal.

W. S. GORTON KILLED AT CROSSING

General Manager of Standard Welding Co. Struck by Train in Sight of Factory—His Conspicuous Career.

William S. Gorton, secretary and general manager of the Standard Welding Co., Cleveland, O., was instantly killed in an automobile accident on Monday afternoon, 17th inst., at a railroad crossing near the Standard company's plant. His machine was struck by a Lake Shore train at West 76th street, and Mr. Gorton's skull was fractured, and his back, both legs and one arm broken. His negro chauffeur, the only other occupant of the automobile, was



WILLIAM S. GORTON

killed at the same instant, the body being frightfully mutilated.

Mr. Gorton was returning from a luncheon, at which the other participants were J. C. Cole, second vice-president of the Fisk Rubber Co.; L. F. McClernan, the Standard Welding Co.'s Chicago representative, and E. J. Henisohn and J. C. Manternach, officers of the welding company. They were following Mr. Gorton's car, and were witnesses of the tragedy. The railroad crossing at the point where the accident occurred is approached by a steep incline and the view is partially obscured by trees and a high fence. The flagman stationed at that point claimed that he flagged the Gorton car, but that after it slackened speed it suddenly jumped forward again and had almost cleared the tracks when the locomotive struck the rear wheel of the automobile.

Few men were better known to the bicycle and motorcycle trade than Mr. Gorton. In the interests of the Standard Welding Co. he had been identified with the bicycle business for over 20 years, and when the motorcycle business developed he became equally well in touch with that. His dealings were principally with the manufacturers of machines, in the supplying of tubing, rims and electrically welded parts. At all times he worked for the large general interests of the trade.

He did valuable work at one period as chairman of the joint publicity committee of the bicycle manufacturers, the cycle jobbers and the cycle parts and accessories association. He was the toastmaster at the joint banquet of the associations at the last midsummer meet at Atlantic City, and also was the toastmaster of the joint trade luncheon at the Hotel Astor last January. In connection with the various reorganizations of companies in the trade, Mr. Gorton took an active part, and his policy always was for reconstruction and the placing of the companies again on their feet in a business way. His attitude in this respect was broad and liberal, and not a few men in the trade have reason to feel grateful to his memory for his efforts on their behalf. He always believed firmly in the bicycle and motorcycle industry, his acts giving evidence of his confidence and belief in the soundness of the business. At few prominent gatherings of bicycle and motorcycle tradesmen was he absent. He also was a conspicuous figure in the automobile trade, and served as treasurer of the Motor and Accessory Manufacturers from the time that organization was first formed. The Cleveland Chamber of Commerce numbered him among its members, and he also belonged to the Union Club and the Clinton Park Club of Cleveland.

Mr. Gorton was born in Waterford, Conn., in 1859, and after serving his machinist's apprenticeship in New London entered the United States Coast Survey, in which he remained for four years. At one time he was mechanical and electrical expert of the Thompson Electric Welding Co., of Lynn, Mass., and traveled around the world in the interests of that concern. In 1897 he became general manager of the Standard Tool Co., of Cleveland, and two years later assisted in organizing the Standard Welding Co., of which he became secretary and general manager. Electric welding products, particularly electric welded tubing, was not then in high repute and the progress of the new company was not rapid. It was due largely to Mr. Gorton's knowledge and intense energies that the difficulties encountered were overcome and that the modest plant attained its present huge proportions. He leaves a wife and four children, the youngest of whom is 12 years of age.

Improving Pope's Plant at Westfield.

The Pope Mfg. Co. is making extensive improvements on its big bicycle plant at Westfield, Mass. The main building is being thoroughly repaired and reinforced, and over $10,000 is being spent in improvement work.

STOCKS AGAINST CYCLE SHORTAGE

Grady Has Ideas About a Jobber's Duty to His Trade—Represents Many Lines in New England.

Believing that it is one of the functions of a jobber to carry sufficient reserve stock to insure steady delivery to customers, irrespective of unusual demand, J. W. Grady & Co., 68 High street, Worcester, Mass., is making arrangements to enlarge still further the big building, which is the home of its wholesale business and which is shown in the accompanying illustration. It is the company's boast that during the shortage of bicycles last year it took care of all its customers so that none of them suffered. While other concerns were of-



fering the Grady company bonuses, that concern refused all such offers and supplied the retailers on its own list. At no time during the season was it without bicycles and this was in no small part due to the ample storage space in its buildings, which had been well filled before the season commenced.

The addition now planned is to enable the company to carry enough stock so that customers dependent upon it for bicycles will at no time be obliged to lose sales on account of non-delivery. The Grady building is a five-story structure in two wings. One wing is 160 feet long and 40 feet wide, and the other is 120 feet wide and 40 feet long. The brick fireproof storehouse is in the rear, its dimensions being 40 feet by 80 feet. This will shortly be made two stories higher and will have a 40-foot extension to it.

The company has its own power and lighting plant installed in the building and has renovated the structure all the way through since purchasing it. A sprinkler system has been put in, which has lowered the insurance 75 per cent. The saving in insurance is estimated to pay for the system in two and a half years.

In addition to marketing its own New England racing bicycles, which now have a sale all over the United States, Mexico and Canada, the Grady company represents the Miami Cycle & Mfg. Co., of Middletown, O., on the Hudson and jobbing lines in New York State and the whole of New England. It also represents the Davis Sewing Machine Co., of Dayton, O., in the latter's Dayton and Davis jobbing lines. In the motorcycle field, the Grady company has the New England agency for the Harley-Davidson. The stock of bicycles on hand at all times seldom, if ever, falls below 1,500 machines.

Coffman to be Married in Dallas.

A. B. Coffman, sales manager of the Consolidated Mfg. Co., Toledo, O., is to be married on April 26, in Dallas, Tex. His bride-to-be is Miss Lucy Hosmer Edgell, of Dallas. Following the honeymoon, Mr. and Mrs. Coffman will be "at home" to their friends after May 15, in Toledo.

Will Make Acetylene Gas Tanks.

For the night riding motorcyclist a new gas tank is to be brought out by the Searchlight Gas Co., 1124 Michigan avenue, Chicago, Ill. The most marked feature of the new tank is its compactness, which is to make it handy to attach to the machine. The standard size is to be 2½ inches in diameter and 12 inches long, with a capacity of eight cubic feet of gas. The new tank is to be placed on the market in June.

Arnold Opens Store of His Own.

J. L. Arnold, of Dallas, Tex., who has been the district sales manager for Wagner motorcycles, has opened a store at 511 South Ervey street for the sale of the Wagner. He also will carry a full stock of Wagner parts. Arnold used to have his headquarters at the store of the Texas Motorcycle Co., but because of the growth in the business thought it best to open a store of his own.

Meiselbach Increases Capital.

The A. D. Meiselbach Bicycle Co., Milwaukee, Wis., has increased its capital from $20,000 to $30,000. The concern recently was organized to undertake the manufacture of bicycles.

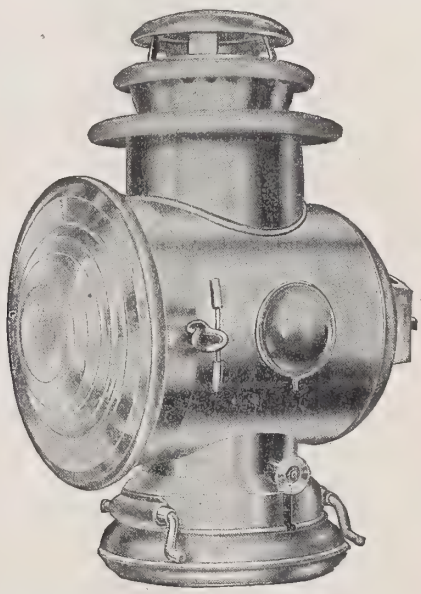
Texas Cycle Shop Burns Out.

Fire wiped our Burk's bicycle and repair shop in Tyler, Tex., on the 9th inst. The establishment carried no insurance.

NEW HEADLIGHT FOR MOTORCYCLE

Ham's Latest Offering a Powerful Lamp that Burns Oil—Its Stout Construction and Special Features.

Avoiding the use of acetylene generators or compressed gas tanks, a powerful oil burning motorcycle lamp has been put on the market by the C. T. Ham Mfg. Co., of Rochester, N. Y. The lamp is styled Ham's "Derby" cold blast motorcycle lamp, and its general appearance is indicated in the accompanying illustration. It is presented as a real motorcycle lamp and not a mere enlargement of the type used



for bicycles. In addition to its large flame, its silver plated reflectors and its magnifying optical lens, the lamp has substantial construction throughout, being strongly built of heavy gauge brass, with all parts riveted and not soldered. The back is reinforced with a steel plate on the inside to take the strain and jar of the socket. A combination socket, to fit over either a round or flat bracket, is placed on the back of the lamp, so that the light may be centered on the front of the machine. The oil cannot slop out to collect dust. The burner is locked to the fount, and the fount, which holds sufficient oil to burn 16 or 18 hours, is securely fastened to the lamp by lock levers, which cannot work loose, but which make it easy to remove the fount for cleaning or filling. Red and green projecting jewels are arranged as side signals, so placed that they can be seen from the front and rear as well as from the sides.

Huyck Places a Merkel Agency.

Fred Huyck, the agent in Chicago, Ill., for the Merkel motorcycle, has appointed another sub-agent in his territory. He has given an allotment of Merkels to Goranson & Peterson, whose territory will embrace Roseland, Harvey and Blue Island.

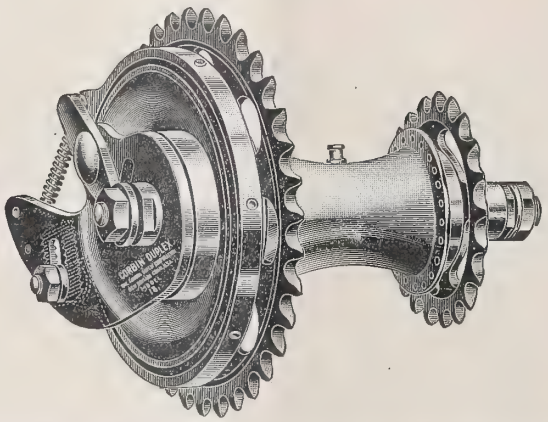
The demand for Corbin brakes is this season more than double what it ever was before. Corbin quality and satisfaction cause that demand.

THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.

CORBIN

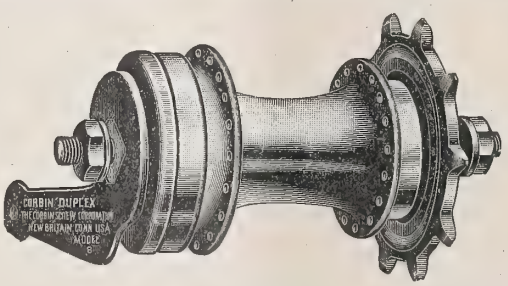
Corbin V-Band Motorcycle Brake

Built on a scale commensurate with the duties of a high speed motorcycle brake.



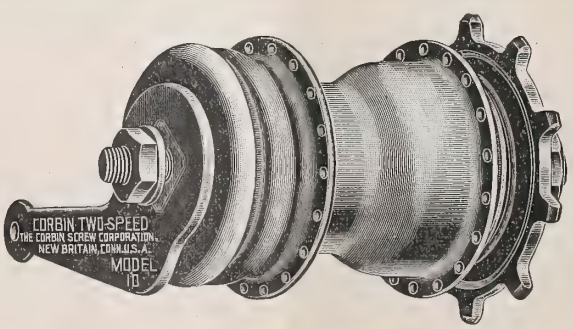
Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two-Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.



Corbin Screw Corporation

NEW BRITAIN, - - - - CONNECTICUT

Licensed Coaster Brake Manufacturers

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NEW YORK, APRIL 22, 1911.

Prospects of the National Tour.

It would appear that the national endurance run, which has been a feature of national meets of the Federation of American Motorcyclists in the past, is doomed. In its stead is to come a national tour or tours, where pleasure rather than competition is to prevail.

Not everyone is satisfied to see the endurance run so shelved. It is pointed out that the keen competition of the riders in the national endurance runs has served to stimulate the interest in the national meets, and that some of the latter would have been sadly lacking in attendance had the endurance run feature been lacking. Nevertheless the touring movement has become so strong, and the interest of the manufacturers in the endurance run has so declined, that the fate of the national endurance run seems to be sealed.

Manufacturers no longer are enthusiastic about trying out new models in a national endurance run. New models make their appearance more leisurely and with greater deliberation than was the case a few years ago, as the makers now have time to develop and test new models at their own convenience while carrying on the work of regular production. Long private tests are made before a new offering is placed on the market and the makers have no curiosity as to how the machines will stand up, because they themselves already know, before the machines are offered.

Undoubtedly the greatest value that the endurance contest has had for the motorcycle manufacturers in general has been its advertising value, not alone for the machines with the highest scores, but also for the motorcycle movement as a whole. Despite the woeful neglect that has marked the endurance contests in the past in respect to the publicity work, the newspapers have given the competing motorcyclists a generous share of space, so that motorcycling has received a great benefit.

To conserve the benefits of this character that are to be obtained, it might not be a bad idea to give the proposed national tour a mild aspect of competition, to the extent of having teams from different cities or localities, who could be awarded suitable souvenirs for having a high percentage of their starters finish the tour in good order. This would eliminate the direct competition between the manufacturers of motorcycles and would direct the competition idea purely along the idea of geography and local pride.

There's Legislative Work to Do.

In seeking to perform some large service for motorcyclists in general, the Federation of American Motorcyclists had best look to its legal action committee as its trump card. This committee has been exceedingly quiescent for some time, but so far as the average motorcyclist is concerned it could be made the most important of all the Federation committees. Its duties, indeed, exceed in popular importance those of the competition committee, or of the committees having to do with highways, tours, facilities or publicity.

"Eternal vigilance is the price of liberty" in the case of the motorcyclists as well as with post-Revolution patriots, and the legal action committee has plenty of cause for vigilance. All over the country there is the gradual cropping up again of the idea that motorcycles should be classed as automobiles and should be made to undergo the same restrictions and conform with the same requirements. Where a state assembly does not molest the motorcycle, the cities in the state are apt to devise their own measures requiring local registration, number plates, license fees and all the rest of the objectionable legal junk.

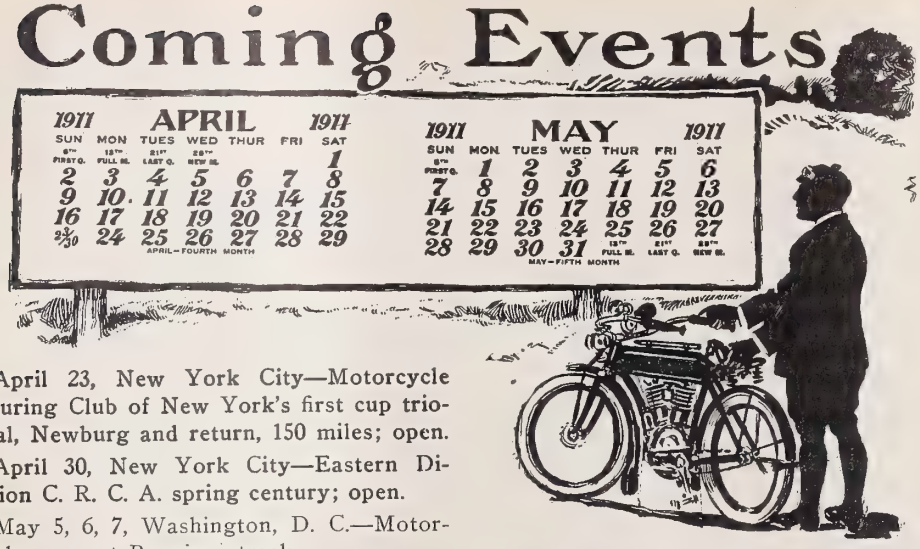
New York state, where the F. A. M. in 1904 achieved one of its most notable victories in preventing the motorcyclists of the state from being loaded down with tags, license fees, registration and the like, is now considering a bill which would amend the automobile law to include motorcycles, and tack on a $5 annual fee, compel the carrying of registration numbers, etc. Maine is considering a similar law; Connecticut is dallying with some such measure, and other state legislatures are having their attention directed to suggestions of the kind at frequent intervals. Even if the legal action committee could not undertake to fight every municipal or town ordinance that helps make the motorcyclist's lot more difficult, it should be aggressive in the case of proposed state measures.

Rushing the season in the matter of promoting road competitions before the highways in the country districts are fit is the error that many clubs, particularly the new ones, are making. Club contest committees apparently think nothing of laying out runs of 100 or 150 miles over roads which for the most part are so bad in the early spring that automobilists fight shy of them.

While termed club runs, these strenuous affairs are in many cases nothing short of stiff endurance runs, and not only prove difficult for seasoned riders but "do up" the average beginner altogether, so that he forswears all future events of the sort. As a rule country roads do not get sufficiently dried out and packed after the winter's frosts until May 1, and often a month later, and to attempt to negotiate them in April is hard work for riders, that well could be postponed until conditions are more propitious without proving detrimental to the success of the contest.

Not only are spring road breaking and mud plugging contests discouraging to the beginner, but they also may cause serious physical disability to the rider, either novice or veteran, who is too proud to quit when conditions become severe, and he resolves to stick it out to the finish. Furthermore, such needless hardships create a bad impression among the non-motorcycling public.

Coming Events



April 23, New York City—Motorcycle Touring Club of New York's first cup trio trial, Newburg and return, 150 miles; open.

April 30, New York City—Eastern Division C. R. C. A. spring century; open.

May 5, 6, 7, Washington, D. C.—Motorcycle races at Bennings track.

May 6, Tampa, Fla.—Tampa Motorcycle Club's race meet.

May 7, Baltimore, Md.—Lafayette Wheelmen's spring handicap road race; 12 miles.

May 7, New York City—Harlem Motorcycle Club's club championship races at Brighton Beach track.

May 7, New York City—Empire City Wheelmen 15 mile handicap bicycle road race, open, starting from Floral Park, L. I.

May 7, Chicago, Ill.—Second annual reliability run of the Chicago Motorcycle Club to Waukegan, Libertyville, Elgin, Aurora and return.

May 7, New York City—New York Motorcycle Club's annual double spring century run to Southampton, L. I., and return.

May 14, Guttenberg, N. J.—Opening motorcycle race meet on Guttenberg track.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 21, Baltimore, Md.—Crescent Bicycle Club's spring 50 mile pleasure run.

May 21, Brooklyn, N. Y.—Invincible Motorcycle Club's 150 miles spring run on Long Island, north shore.

May 21, Baltimore, Md.—Century Bicycle Club's 50 mile run to Reisterstown.

May 21-22, Seattle, Wash.—Two day endurance contest of the Seattle Motorcycle Club to Vancouver, B. C., and return.

May 24, Toronto, Canada—Toronto Motorcycle Club's endurance run to London and return, 256 miles; open.

May 25, Zanesville, O.—Motorcycle races at fair grounds.

May 27, Akron, O.—Motorcycle races; open.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 28 and 30, Chicago, Ill.—North Shore Motorcycling Club's two day race meet on Hawthorne track.

May 28-29-30, Cleveland, O.—Three day endurance run of Cleveland Motorcycle Club

May 28 and 30, Terre Haute, Ind.—Terre Haute Motorcycle Club's race meet; open.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Chicago, Ill.—North Shore Motorcycling Club's race meet at Hawthorne track; open.

May 30, Bridgeport, Conn.—Bridgeport Motorcycle Club's race meet.

May 30, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

May 30, Norwich, Conn.—Norwich Motorcycle Club's reliability run.

May 30, Detroit, Mich.—Racemeet of the Motorcycle Club of Detroit Wheelmen at State Fair track.

May 30, Springfield, Mass.—Motorcycle race meet of the Springfield Motorcycle Club, at the Springfield Stadium.

May 30, Elmira, N. Y.—Elmira Motorcycle Club's first summer race meet.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

May 30, Rome, N. Y.—Rome Motorcycle Club's 250 mile endurance run.

May 30, Detroit, Mich.—The Motorcycle Club of the Detroit Wheelmen race meet at fair grounds.

May 30, Wheeling, W. Va.—Ten mile bicycle road race; open.

May 30, Boise, Ida.—Boise Motorcycle Club's road races.

May 30, Salt Lake City, Utah—Eighteen mile bicycle road race.

June 4, New York City—Concourse Motorcycle Club's fourth annual run to Savin Rock, Conn., and return; open.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles. Second section.

June 18, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

July 1, Waterloo, Ont.—Dominion cycle race championships.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

Correspondence

Mitchel Speaks Up for Professionals.

Editor of the Bicycling World and Motorcycle Review:

I noticed an article recently in the Bicycling World and Motorcycle Review in regard to professional riders and the championships. Now it seems to me that wherever professionals are advertised to compete that they constitute a big drawing card in every line of sport, be it foot, bicycle, motorcycle or automobile races.

For instance, in the professional Marathon that was run in Madison Square Garden there was an enormous crowd, and the difference was noticeable when they ran an amateur race in the same place. There did not seem to be as much interest in the amateur event as there was in the professional race, and it is likewise in automobile racing. What would a bicycle race look like with a lot of simon pures riding?

I will admit that there are some amateurs just as good if not better than some professionals, but the word professional, and the professional riders are the drawing cards that get the money, and I see no reason why the professional men in the motorcycle game should not be recognized the same as in any other sporting line.

ARTHUR MITCHEL, Dallas, Tex.

BUFFALO LANDS THE F. A. M. MEET

Directors Vote for the City by the Lake—Tours Will Probably Replace Endurance Contest.

Buffalo is to be the scene of the 1911 national meet of the Federation of American Motorcyclists. On Tuesday of this week President F. I. Willis, of the F. A. M., had enough votes in hand from the directors to be able to say with certainty that Buffalo had the winning majority. On Monday President Willis sent each director a telegram asking him to send his vote at once by night letter, and in consequence he had his answers on hand Tuesday morning. President Willis did not vote for either Indianapolis, Springfield or Buffalo. The Indianapolis motorcyclists took their defeat mildly, and to show their spirit stated that they would go after the F. A. M. meet in 1912 and that they would plan such a campaign as would assure their victory.

For weeks the contest between Buffalo and Indianapolis has been a warm one, the Indianapolis boosters pinning their faith on the speedway and the city's admirable location geographically. It was claimed that Indianapolis was most nearly in the center of motorcycling activity. Springfield, Mass., entered the contest only at the eleventh hour.

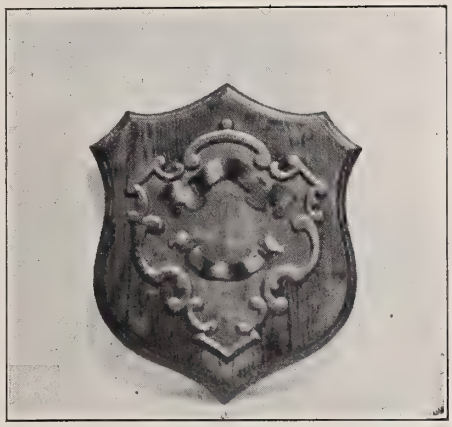
Buffalo went after the convention systematically and pushed its claims with vigor. The Buffalo motorcyclists announced when they extended their invitation that should they be successful, they would want the meet during the week of July 4. It is probable that the meet will be staged during the week beginning Sunday, July 2. The Fourth of July falls on Tuesday and it was the idea of the Buffalo crowd to have a double endurance run, starting simultaneously from New York and Chicago, the riders to reach Buffalo on the Fourth of July. This, added to the other events and the patriotic celebration, would make Buffalo hum for one day at least.

President Willis is still troubled with the question of holding tours instead of a national endurance run this year. He states that he hopes both will be held, as the endurance runs in the past have proved one of the biggest features in drawing attendance to the national F. A. M. meets. A conference of the F. A. M. directors will probably be called soon to decide the question definitely. The constitution of the F. A. M. does not specifically direct that an endurance run shall be held. Consequently, the matter remains for the directors to decide.

Buffalo is preparing to show the motorcyclists the "time of their lives." The city is easy of access and its location on Lake Erie and its nearness to Niagara Falls makes it a splendid meeting place for midsummer. There is a project for a new board track in Buffalo with Jack Prince as the builder. The national meet will bring together some of the fastest riders in the country and it is thought that a board track will be provided for them. The best available dirt track in the neighborhood of Buffalo is the one mile track at Fort Erie, Ont.

New York-Southampton Blanks Ready.

"Going East!" is the train crier's announcement which heads the entry blank for the New York Motorcycle Club's tenth annual spring double century run, to Southampton, L. I., on Sunday, May 7. This is the biggest event of the year in Metro-



SOUTHAMPTON RUN CLUB SHIELD

politan motorcycle circles, drawing over 150 entries, and is the oldest affair of its kind in the United States. The entry fee is $2 and post entry costs $3, the last call being May 6 at 9 p. m. The run will start from Columbus Circle at 6 a. m. and riders are due at Southampton at 11 a. m. where a two hour stop is allowed for dinner. The return journey commences at 1 p. m. and riders are due at the finish, Columbus Circle, at 6 p. m. The riders will be checked at Patchogue going and coming. Survivors will receive silver watch fob souvenirs and the club having the largest number of bona fide members on the run will be awarded a bronze shield. Disqualification is the penalty for checking in ahead of time. Entry blanks can be obtained from any dealer in New York or Brooklyn, or from the New York Motorcycle Club, 10 West 60th street, New York City.

Savannah Motorcyclists Refreshed.

Some 200 motorcycle owners of Savannah, Ga., gathered for a "blow out" on the evening of the 4th inst., the affair being given by Morgan and Keen, the only motorcycle repair men in Savannah. One of the features of the entertainment was the dispensing in bottles of an amber liquid that was grateful to the palates of those who have reason to know that Georgia has been dry for the past four years.

HURL CHALLENGES AT DE ROSIER

Chapple Among Those Who Want to Meet Him on the Track—Prospects of a Match.

Coincident with DeRosier's homecoming from his successful season in California, ambitious aspirants for his title are firing challenges at him. The first defi was hurled this week when A. G. Chapple issued a challenge to DeRosier for a five mile match to be run in three heats at the opening meet at Guttenberg, N. J., on May 14. In case of a tie, Chapple stipulates that the length of the deciding heat be determined by tossing a coin. As evidence of good faith he offers to post any amount up to $500 to bind the match.

There is no doubt but that such a match would prove a star drawing card, but it is doubtful whether it can be arranged at Guttenberg. It is a long, long time since DeRosier has done any riding on dirt tracks, and some doubt has been expressed as to whether he would consent to risk defeat on a dirt course with which he is entirely unfamiliar, while Chapple is entirely at home on Guttenberg. It has been suggested that DeRosier might accept the challenge provided Chapple would agree to meet him on the Springfield Stadium. Both men have ridden on this track, but, of course, Jake would have considerable advantage on any board track, as he has specialized on these "dishes" for several years. If Jake refuses to ride at Guttenberg, it is quite probable in the opinion of those close to Chapple that he could be persuaded to ride at the Springfield stadium if given time to get more familiar with the track.

Goerke's Leg in Serious Shape.

Unpleasnt news came this week from the bedside of Walter Goerke, the well-known racing man who is lying in the Bethany Hospital, Brooklyn, with a triple fracture of the left leg. Finding that the bones were not knitting properly, the surgeons decided to open the leg and found that the ends of the broken bones were so shattered that it would be necessary to cut off sections in order to have a clean joint that would knit properly. Over an inch in all was severed from the crushed ends of the bones, which then were wired and clamped with silver plates. It now is expected that the bones will knit without further surgical attention, but at best Goerke's leg will be shorter than it was. Should the bones not knit, it is feared that amputation is the only alternative, but such heroic measures will be avoided if possible. At present Goerke is resting comfortably, barring occasional pain, of course. His friends and club mates are visiting him frequently and keeping his room well supplied with flowers.

UNITED STATES TIRES

UNITED STATES MOTORCYCLE TIRES

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HARLEY-DAVIDSON MOTOR CO	Milwaukee, Wis.
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PIERCE CYCLE COMPANY	Buffalo, N. Y.
READING STANDARD COMPANY	Reading, Pa.
MERKEL-LIGHT MOTOR COMPANY	Pottstown, Pa.
CONSOLIDATED MANUFACTURING COMPANY	Toledo, O.
AURORA AUTOMATIC MACHINERY COMPANY	Aurora, Ill.
EXCELSIOR SUPPLY COMPANY	Chicago, Ill.
MIAMI CYCLE & MANUFACTURING COMPANY	Middletown, O.
AMERICAN MOTOR COMPANY	Brockton, Mass.
THEIM MANUFACTURING COMPANY	St. Paul, Minn.
MINNEAPOLIS MOTORCYCLE COMPANY	Minneapolis, Minn.
EMBLEM MANUFACTURING COMPANY	Angola, N. Y.
GREYHOUND MOTOR WORKS	Buffalo, N. Y.
RELIANCE MOTORCYCLE COMPANY	Oswego, N. Y.
N. S. U. MOTOR COMPANY	New York, N. Y.
S. D. MANUFACTURING COMPANY	Brooklyn, N. Y.
NEW ERA GAS ENGINE COMPANY	Dayton, O.

United States Tire

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UNITED STATES TIRES

UNITED STATES BICYCLE TIRES

HARTFORD Brand G & J Brand
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are equipped by all the leading manufacturers of bicycles today.

When makers as named below select a tire, their choice is worthy of your consideration.

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PIERCE CYCLE COMPANY	Buffalo, N. Y.
MIAMI CYCLE & MANUFACTURING CO	Middletown, O.
IVER JOHNSON ARMS & CYCLE WORKS	Fitchburg, Mass.
READING STANDARD CO	Reading, Pa.
EMBLEM MANUFACTURING CO	Angola, N. Y.
CANADA CYCLE MANUFACTURING CO	Toronto, Ont.
NATIONAL CYCLE MANUFACTURING CO	Bay City, Mich.
GREAT WESTERN MANUFACTURING CO	La Porte, Ind.

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UNITED STATES TIRES

UNITED STATES MOTORCYCLE TIRES

G & J—MORGAN & WRIGHT Brands

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UNITED STATES TIRES

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NATIONAL CYCLE MANUFACTURING CO	Bay City, Mich.
GREAT WESTERN MANUFACTURING CO	La Porte, Ind.

UNIFORMLY SUPERIOR TIRES

SCOTCH RACER FOR SPRINGFIELD

With Fast Rex Will Give Battle to American Professionals—DeRosier-Gustafson-Spencer Match.

Through the booking of James Baxter, one of the crack professional motorcyclists of Scotland, who now is in this country, the big race meet of the Springfield (Mass.) Motorcycle Club, Inc., on May 30, Memorial Day, will have an international flavor. Baxter brought over with him a fast Rex and, on the strength of his work abroad, is looked to give the American riders a run for the money.

In addition to the DeRosier-Spencer-Gustafson match, which practically is assured and will be the headliner on the card, the club has arranged a fine program embracing all three classes of riders and the prizes are of the really worth while sort. In fact the purses in the professional events are the most liberal ever offered in this country.

The curtain raiser will be a three mile novice, limited to 50 cubic inches machines, and the awards will be gold, silver and bronze medals. The inter-city team race for private owners should fill well and provide good sport. Each team will consist of three riders all from the same city, and machines up to the 61-inch limit are eligible. but they must be stock and carry factory equipment. Teams will be allowed to enter substitutes if desired. The race will be run in semi-final three-mile heats, the winner of each team in the trial heats to ride in the final. The trophies are valued at $25, $15 and $5.

Trade riders will have an inning next, when a 25-mile handicap is scheduled. The handicapping will be on a time basis, and all machines under 61 inches are eligible. The winner will receive a silver trophy valued at $25, a $15 stop watch goes to the second man and a $5 silver cup is the third award.

By this time the appetites of the spectators should be well whetted for the professional events, the "chile con carne" of the speed menu. In the 10-mile professional—61 class, of course—the winner will receive $50; second $25 and third $10. Two hundred and fifty dollars will be divided among the first three men in the 50-mile "pro" race, on a basis of $150, $75 and $25, all in gold, and, in addition, all starters in the professional events will receive $25 appearance money. There is no entry fee required in any event, but entries close at midnight on May 20 with W. A. Kothe, 33 Dwight street, Springfield, Mass.

No effort is being spared by the club to secure the best riders for the meet, which will be the star attraction in the Eastern motorcycle world on that day. Arthur Mitchel, the Dallas (Tex.) crack is thinking about coming North and overtures also are being made to Henri St. Yves, the Clifton professional, who has a fast Peugeot. New York undoubtedly will send a good delegation of all classes of riders and New England, of course, will send her best riders. Altogether the meet promises to be of national racing importance.

Baker Bests Stewart in a Match.

Victory rested with Erwin G. Baker as a result of a match race with Fred Stewart, which was held at Cambridge City on Sunday, 10th inst. The race was the best two in three heats of 10 miles each. Baker used a 4 horsepower Indian, while Stewart was mounted on an old 4 horsepower Merkel that was not in the best of condition, owing to excessive use. Baker took the first heat in 13:20. In the second heat Stewart had trouble with his machine and changed to a 6 horsepower mount, allowing Baker a handicap. Stewart was to ride 10 miles while Baker rode nine. Stewart made up three-quarters of the handicap distance before Baker finished. The race was run on John Lackey's mile track, which was in pretty fair condition. Motorcyclists from Indianapolis, Richmond and Connorsville, Ind., were present at the race.

Savannah Dealers' Race Missed Fire.

Savannah, Ga., was to have a dealers' motorcycle race on Saturday, 15th inst., but the dealers did not get together on time, and as the Savannah Motorcycle Club would not take the affair in hand, it has been postponed. The Savannah Club is completing the detail arangements for the big race it is to hold on the Fourth of July.

DE ROSIER HAS A NEW SWEATER.



Guess who gave it to him?

TRIO TRIAL TO BE TOUGH TRIP

Motorcycle Touring Club of New York to Take Journey Rain or Shine—An Advance Run.

Despite the fact that the course is in bad shape and that there are likely to be no perfect scores, good support has been given the first trio cup trial of the Motorcycle Touring Club of New York, (Affiliated) which takes place Sunday, 23d inst. Twenty-four entries had been received up to the closing time on the 18th, and it is probable that a few late comers will come in before the start. The rain of the past week has not improved the course, but the contest is scheduled to take place rain or shine, so that the contestants have a merry time in store for themselves and one that they will not soon forget.

The entrants are as follows: Class A, singles—Joseph Buckingham, Fred Wise, Stanley Thorpe, Otto Krause, Ludwig Arnson, Stephen Winhold, Charles Frolke, all Harley-Davidson; David Molin, William Wood, H. Krackowitzer, all N. S. U.; Class B, twins—John Siemsen, George Ashley, A. Hoffman, Otto Weinig, L. Wagonblast, J. B. Meinell, C. A. Beuchard, L. Schultheis, all Merkel; F. J. Wreier, Samuel Levin, M. E. Toepel, A. J. McIntyre, all Indian; M. P. Sullivan, Thor with tri-car, William Housner, Pierce four.

In addition to competing for the individual medal awards, 18 of the entrants are riding on teams which are trying for both the club team and trade team prizes, which are silver cups. The trade teams are such only in the sense that the men composing them all ride the same make of machine, but there are no factory riders or professionals entered. The professional class was abondoned for lack of entries, as the cash chasers were not attracted.

Several of the entrants went over the course on Sunday, 16th inst., and found the going very bad. The worst stretch was encountered five miles from Peekskill where several miles of deep soupy mud took all the steam out of the prospectors after they had pushed their machines for a while. Riding was impossible in some places. Several snow flurries helped to make things more disagreeable and on top of all this mechanical troubles were frequent. Free engine clutches were a boon to those who had them and those who did not often wished that they did. Several of the riders got off the course often; another who had been riding recklessly finally struck a pig and came to grief for good; still another tore off his stand and broke his belt fastener by catching the stand on a projecting rock and the muffler of one machine caught fire. It was long after dark when the last man reached New York, thoroughly tired and chilled.

POLICE STOP HARLEM'S RACEMEET

Unauthorized Use of Track Causes Blue-Coats to Step in—But Three Events Already Had Been Run.

Police interference rang down the curtain suddenly on the Harlem Motorcycle Club's closed club meet at the Brighton Beach mile track, Sunday, 16th inst., in the fifth mile of the 25-mile handicap. The trouble appeared to be due to a misunderstanding between the club and the track superintendent regarding permission to use the track. Negotiations were carried on over the 'phone, and the member representing the club claimed that he understood that the club could use the track. On the other hand, the superintendent maintained that he did not give permission to use the track.



"BLUFFING OUT" THE MOUNTED BLUECOAT

When the riders arrived at the track the superintendent, who lives on the grounds, was not at home and they were not molested after assuring a mounted policeman that they had permission to use the grounds. When the fourth race was on, the superintendent came tearing in accompanied by two mounted officers and threatened to have the whole crowd "jugged" for trespassing. He cooled down after the riders told him that they understood that he had said "yes," but nevertheless ordered the police to clear the track.

The track was in miserable condition and there were some very bad ruts and holes on the far side and turn. The blustery wind made it very uncomfortable for the small crowd present, but the racing was good—what there was of it.

Ferdinand Mercier on a "T. T." Indian registered first in two events and J. Fredericks, 6 Merkel, won the other. The curtain raiser was a five-mile open between Mercier and Constant on Indians and Frank Hart, RS. Hart stopped in the second mile with carbureter trouble, but got going again and had some exciting brushes with Constant who was just a mile ahead of him. Mercier led all the way and won by half a mile, Constant taking second.

Six started in the 10-mile handicap, the limit men having 3½ minutes. Hart rode a 7 Merkel with racing bars in this race and had one minute handicap. Mercier started from scratch. Hart quit in the second mile, his bars having loosened. The handicapping was good and the limit men had nearly three miles piled up before Mercier got away.

The time trials furnished the best sport of the day and marked the debut of Frank Hart on an Indian. He was the first to go after the old gentleman with the scythe, and whooped around in 1:01⅘. Mercier then shaved a second off Hart's figures, clocking 1:00⅘ and Constant registered 1:01⅕. All of these times were remarkable considering the bad condition of the track and the stiff wind which swept over it. In the trials all three men rode the "T. T." Indian. L. H. Guterman acted as handicapper, starter, timer, judge and almost everything else in the official line. Summary:

Five mile open—Won by Ferd Mercier, Indian; second, John Constant, Indian; third, Frank Hart, R-S. Time, 6:01.

Ten mile handicap—Won by J. Frederick, Merkel (3:00); second, Ferd Mercier, Indian (scratch); third, John Constant, Indian (1:00). Time, 13:30.

Mile time trials—Won by Ferd Mercier, Indian, time, 1:00⅘; John Constant, Indian, 1:01⅕; Frank Hart, Indian, 1:01⅘.

POPULAR PRICES AT RICHMOND

Effect of Ten Cents Admission Fee Curtailed by Weather—Varied Program Included Three "Comic Races."

Ten cents was all it cost to see some good motorcycle racing in Richmond, Va., on Monday, 17 inst., when the comparatively young and growing Old Dominion Motorcycle Club held its first meet at the state fair grounds. Threatening weather scared a good many people away, but a thousand braved the enmity of the weather man and got their money's worth and more.

The card was a varied one and provided for all kinds of riders and races, and included novelty, comic, handicap, novice, class and free-for-all events. The races filled well and some exciting sport was on tap. Greenhow Johnson, the "state champeen," took a bad tumble in practice and did not cut such a figure as he had expected, but nevertheless entered two events and bagged the star number, a 20 mile free-for-all handicap. In the comic races, the pie eating requirements furnished considerable amusement for the spectators. Summary:

Ten miles, four horsepower singles—Won by L. L. Walton, Merkel; second, A. P. Gentry, Indian. Time, 15:55.

Two miles comic—Won by L. W. Hines, Thor; second, L. L. Walton, Merkel. Time, 3:45.

Five miles, 3½ horsepower singles—Won by B. B. Bivins, Indian; second, E. V. Philpotts, R-S. Time, 8:10.

Two miles comic—Won by A. P. Gentry, Indian; second, B. B. Bivins, Merkel. Time, 3:15.

Five miles novice—Won by E. G. Gunn, Merkel; second, W. C. Wayland, Pierce. Time, 8:14.

Two miles comic—J. Ferraro, Indian; second, E. G. Gunn, Merkel. Time, 3:15.

Twenty miles free-for-all—Won by Greenhow Johnson, Indian; second, L. W. Hines, Merkel. Time, 28:57.

Miss-and-out, singles—Won by A. P. Gentry, Indian; second, L. W. Hines, Thor. Distance, 10 miles. Time, 14:35.

Ten miles for twins—Won by B. B. Bivins, Merkel; second, E. G. Gunn, Merkel. Time, 13:57.

Free Cases for Membership Cards.

Members of the F. A. M. no longer will have any excuse for carrying broken or dirty membership cards, or losing them, either, as the Hendee Mfg. Co., Springfield, Mass., has offered to provide all members with neat leather card cases. The offer has been accepted and Secretary G. B. Gibson is sending the cases out to all new members, while old members can get one by dropping Gibson a postal at Westboro, Mass.

ICAGO CLUBS OPEN THE SEASON

They Scatter in All Directions and Find Varied Road Conditions—One Gets Chicken and Cigars.

Sunday, 9th inst., marked the real opening of the motorcycle riding season in Chicago. All the clubs turned out in force to attend the first road runs of the year. The North Shore Motorcycle Club went to Libertyville, about 40 miles, where they disposed of a big chicken dinner before returning. The Chicago Motorcycle Club, which has its home on the south side, rode over to Valparaiso, Ind., 52 miles from Chicago, where they also had something for the inner man. The riders of the Chicago Club reported the roads over which they passed as being in good shape, while the North Shore contingent said that the Libertyville road was in fearful condition. There were 35 men in the North Shore bunch and the Chicago crew mustered 20 men. The smaller and newer clubs also turned out to enjoy a spin in the fine weather. The Oak Park Motorcycle Club, the Calumet Pleasure Club, the Englewood Motorcycle Club, the Motorcycle Club of Chicago and the South Chicago Motorcycle Club, all gave their machines the first limbering up of the year.

On its Libertyville run. the North Shore Club had some pleasant experience that in a large measure served to compensate for the unpleasantness of the road conditions. The riders were entertained at Highland Park, Ill., by the Pfanstiehl Coil Co., of North Chicago, cigars being passed around. The good old-fashioned chicken dinner at the Newcastle Hotel was a treat, indeed. On the homeward run the motorcyclists were accompanied almost all of the way by a man in a six cylinder touring car. He took an interest in the crowd and invited everybody to his home, where the guests had everything their own way. It was afterward learned that the automobilist is one of the best bicycle riders in the region and is the holder of many century bars. His interest in the motorcyclists was due to a combination of his liking for gasoline touring and his old love for the healthy sport of cycling.

Westing Again to Entertain Indians.

Once a year the riders of Indian motorcycles in Indianapolis, Ind., are given a celebration by G. H. Westing, the Indian agent in Indianapolis, and Westing now has announced that the sixth annual affair, which takes the form of a run from Indianapolis to Martinsville, will be held on Sunday, May 7. One hundred riders are expected to take the trip, and they will be the guests of Westing at dinner at Martinsville. Many of the riders will be taking the run for the sixth time. The event each year has been held on the first Sunday in May, and the prospective motorcycle guests have looked forward to it with pleasurable anticipation. The scenery is very beautiful along the road to Martinsville, especially along the Blue Bluffs, which is one of the garden spot localities of Indiana and one of the prettiest in the whole Middle West.

Two Days' Meet for Terre Haute.

Two days of racing are planned by the Terre Haute Motorcycle Club, of Terre Haute, Ind., for May 28 and 30, respectively. There will be 16 events and a special prize of a gold medal for the fastest mile of the meet. The prizes to be given are expected to draw a large crowd from the surrounding territory. The races will be run on a good half-mile dirt track, which is well banked. Forrest R. Casebeer is the secretary of the club, which has its home at 525½ Ohio street.

DINNER OF THE MARSH-METZ CLUB, BROOKLYN, N. Y.



From the left the guests are H. Senior, W. Ready, C. Hurley, N. Halsey, H. Muller, J. A. Farrell, F. Ward, C. L. Simms, H. Heyer, E. Whyatt, W. Siegele, H. Woodcock, J. F. Phillips, P. Ackerman, L Halsey and Prof French.

NORTH SHORE ADOPTS REGULATIONS

Windy City Organization "Lays Down the Law" Governing Its Club House—Also Votes for Closed Mufflers.

Getting right down to "brass tacks" in the administration of its affairs, the North Shore Motorcycling Club, of Chicago, Ill., held a very important meeting on the 11th inst., at which it decided many points that are involved in the proper conduct of a motorcycle club. The meeting was held in the new club house. A set of house rules was adopted prohibiting gambling and intoxicating liquors about the premises; excluding women except on special occasions; holding members responsible for damage to club property; closing the club house at 11:45 p. m.; making the club not responsible for loss of property left on the premises; prohibiting the use of open mufflers on the boulevards, in front of the club house or on club runs when inside the city, and prohibiting any open flame in the basement where the machines are stored, on account of the lack of air currents, which allows gas to collect.

New constitution and by-laws will be ready for the next meeting night. A relief fund for unfortunate members was suggested, but it was decided that the club is not yet strong enough to support such a plan. The topic of accident insurance came up as a result, however, and a committee was appointed to find out what rates the insurance companies will make the club.

A suggestion that met with enthusiastic approval was for the club, when on runs, to purchase at each town passed through, a pennant as a remembrance of its visit. One of the most important items of the meeting was the bringing in of six applications for membership by Richert, who is one of the leaders in this year's membership race.

Card for Guttenberg's Opening Meet.

Entry blanks are out for the opening meet of the season on the Guttenberg (N. J.) mile dirt track, which is scheduled for Sunday, May 14. The card is as follows: Three mile novice, 61 class; five mile trade riders handicap, 61 class; five mile professional free-for-all; 10 mile trade riders pursuit, 61 class; 20 mile professional handicap. In the five mile professional the purses are $15, $10 and $5; and in the big pro event, $20, $15 and $10, respectively. The total prizes for the meet are valued at $125. It is the intention of the management to give larger prizes if the opening meets warrants them. Efforts also will be made to put on automobile exhibitions by prominent drivers and to arrange matches among the top-notch trade riders and professionals.

FIFTEEN NEGOTIATE TRIANGLE

Only Two Starters Fail to Complete Worcester Club's Endurance Run—Rhode Finishes with Broken Frame.

In spite of numerous mechanical troubles to several of the contestants, 15 of the 17 riders who started on Wednesday, 19th inst., in the first instalment of the Worcester (Mass.) Motorcycle Club's series of four endurance runs, finished the 136 miles run over the Boston-Providence-Worcester triangle course. Carbureter trouble was responsible for the elimination of the two who withdrew, although some of those who finished had good reason to quit and deserve credit for sticking to their difficult task.

While such a contest may seem unusual in mid-week, it is explained by the fact that the 19th was Patriot's Day, the anniversary of the first battle of the American Revolution, and a legal holiday in Massachusetts, where a great "to-do" is made over its observance, particularly in "Bawston." The riders checked out from Franklin Square, Worcester, in squads at minute intervals after 7 a. m., bound for Providence, the first control. The first mishap occurred two miles outside the city when L. Johnson collided with Charles Adams and put the carbureter of the former's machine out of business, whereupon Johnson withdrew.

Passing under a railroad bridge in Uxbridge, Herbert Hawes fell and Frank Sullivan ran into him. Hawes was slightly hurt on the left wrist and the pedals were stripped from his machine in the crash. He continued and new pedals were fitted at Providence. Hardly had Hawes got going after his fall when a puncture delayed him for another spell.

At Providence, members of the Rhode Island Motorcycle Club acted as checkers and also "treated" the Bay State s to lunch. At 10 a. m. the riders left Providence on the second leg of the run to Boston. While riding over cobble pavement in Providence the top frame tube on Paul Rhode's machine pulled out. Rhode did not have time to stop to attempt any sort of temporary repair, so he took a chance and continued on. Luck was with him and he reached Boston in good shape, where he lashed the broken tube with rope and it held to the end of the run. The riders expressed the opinion that the run from Providence to Boston was the hardest part of the trip on account of the bad roads.

Leaving Boston at 2 p. m. the contestants had trouble sifting through the crowds who were out to witness a big marathon race. In Weston, Adam's carbureter began to cut up capers and finally "lay down" for good at Northboro, where he left the machine and took the trolley for home. Christy also had his troubles on the last leg of the run when his handle bar stem snapped suddenly while he was burning the road. He had a narrow escape from a bad spill, but managed to keep the machine straight until he regained control. He got home with the damaged part only by careful riding and frequent stops for adjustment. All together, the contest was very much of a trouble run, as was the rule in the early days of the sport.

Those who finished were Ernest Gauthier, L. J. Vandreuil. F. L. Kidder, E. Jerome, Russell R. Coes, A. M. Bennett, Frank Sullivan, Herbert Hawes, Paul Rhode, R. H. Cristy, W. W. Wright, Howard Clark, A. E. Gowing, Claude Ziekell and Everitt Mills.

Brooklyn's Invincibles on the Road.

Members of the Invincible Motorcycle Club of Brooklyn, N. Y., were out scouting on the north shore of Long Island, Sunday, 16th inst., laying out a course for the club's spring run on Sunday, May 21. This event is to mark the debut of the Invincibles into the sporting arena. While the route definitely has not been decided on yet, it is quite certain that it will embrace the north shore of the island where there is some sand and hills to relieve the monotony of the good roads that abound. Experienced riders who took in Sunday's trip tumbled over with hilarity as they stopped at the end of a sand stretch and watched some of the beginners try to negotiate it. The novices flopped and floundered like ships in a storm, and in many cases the free engine clutches were their salvation. The outing was not uneventful in other ways too, for some of the riders had tire trouble and did not get home until nearly midnight.

BOSTONIANS VISIT WORCESTER

But Not in Such Numbers as Had Been Anticipated—Two Ladies Among the Forty Participants.

Although the expected 200 or more starters dwindled to 40 actual when the signal was given, the annual Patriot's Day run of the Boston (Mass.) Motorcycle Club to Worcester and return on Wednesday, 19th inst., was a success in all other respects, being favored by excellent weather and roads. It had competition in the form of the Worcester Motorcycle Club's endurance run, but nevertheless some of the latter riders were on hand to welcome the Beaneaters and act as hosts during their stay in the Wire City.

Under command of Captain A. P. Howe, the Boston riders left Copley Square at 9:15 a. m. and made the run to Worcester in two hours with only one stop. Among those who were on the run were two ladies, Misses Clara Woods and Winnie Campbell, who rode tandem with their best fellows. The beaux' names are withheld lest some one try to steal them away from their sweethearts. The slippery pavements in Worcester made a "hit" with a few of the riders, but not the sort that will be remembered with pleasure. Another rider bumped a trolley car during his stay in town but escaped with scratches.

After checking at Worcester the Bostonians et al. were the guests of the Worcester motorcyclists at dinner and then the visitors split into three squads. One bunch headed back home, another went out to try the famous Leicester hill and the third party remained to greet the Worcester riders who were taking part in the local club's endurance run around the "triangle."

Vaudeville and Wrestling at Rochester.

Wrestling, vaudeville and boxing furnished the chief entertainment at the smoker of the Rochester (N. Y.) Motorcycle Club held in Maennerchor Hall on the 8th inst. A large crowd was present and enjoyed itself hugely. The entertainment committee consisted of George Hammond, Jr., George Ellsworth, Joseph Ochs, Edward Stauder and George Wagner.

THE BOSTON AND THE COMMONWEALTH MOTORCYCLE CLUBS ON A PATRIOT'S DAY RUN.



The "panoram" was posed in front of the Boston Public Library at the start of the 1909 trip to Worcester.

MUCH MIXED RACE MEET AT DENVER

Between Baseball and Fireworks, Boyd and Cassidy Take More Motorcycle Honors —Near-Accident Causes a Flutter.

Motorcycle racing, baseball, fireworks and Wild West sham battle were the mixed offering at Tuileries Park, Denver, Col., Sunday, 16th inst. Seven thousand persons were present and got their money's worth in the racing end of the bill alone. Honors in the professional events were more evenly distributed than at the opening meet and Boyd, Flickenstein, Albright and Good all cashed in. In the amateur class Cassidy was the whole show, as usual.

Glen Boyd on his Indian was the chief executor of thrills and so forth. He tore off a 10 mile time trial in 9:31⅗ and his interspersions of daring seemed to take with the crowd. His other achievement during the meet was an easy victory over Sam Fleckenstein in a five miles professional match.

The curtain raiser was a five miles professional in which Joseph Good "made good" and trimmed Fleckenstein and Boyd, who trailed in that order. Then Dan Cassidy cantered off with the three mile amateur and topped this with a 2 miles novelty later.

There were some thrills in the five miles open between Albright, Fleckenstein and Bowen. The latter lost his hold on the bars, but managed to regain it before anything more than a scare occurred. Albright won. Fleckenstein finally managed to capture a first in the mile novelty, professional. The track was in better shape than on the opening day. Summary:

Five miles professional—Won by Joseph Good, Indian; second, Glen Boyd, Indian; third, Fleckenstein, Indian. Time, 6:14⅕.

Three miles amateur—Won by Dan Cassidy, Indian. Time, 4:00⅕.

Ten miles against time—Glen Boyd, Indian. Time, 9:31⅗.

Five miles professional—Won by John Albright; second, Sam Fleckenstein, Indian. Time, 5:28.

One mile novelty, professional—Won by Sam Fleckenstein, Indian. Time, 1:18.

Two miles novelty, amateur—Won by Dan Cassidy, Indian. Time, 3:24.

Five miles professional—Won by Glen Boyd, Indian; second, Sam Fleckenstein Indian. Time, 5:37.

Utica Opposes Rome's Endurance Run.

Endurance runs apparently do not appeal to the Utica (N. Y.) Motorcycle Club, for it has voted not to support the 250 mile contest of that sort which is scheduled by the Rome Motorcycle Club between Rome and Utica on Memorial Day. The Uticans have decided to hold a club run to Auburn on that day. Crimson and white were chosen as the club colors and a pennant design also was selected. Sunday runs are being held regularly when the weather permits, the start being made from Oneida square at 9 a. m.

TWO KANSAS CARRIERS WHO LIKE MOTORCYCLES



They are on an R. F. D. route from Kiowa, Kan., and ride Harley-Davidson machines. "These are just average loads," says F. J. Overstreet, the man at the left.

BOY WONDER BOBS UP AT STOCKTON

Twice Takes Collins's Measure—Graves Subdues the "Parisian Daredevil"—Local Talent Wholly Outclassed.

Professional riders from San Francisco were the whole show at the motorcycle races at Agricultural Park, Stockton, on the 9th inst., and the local riders did not have a look-in, the only one entered taking fifth place. Originally the meet was intended to be a relay affair between the Stockton and Sacramento Motorcycle clubs, but when the pro's swooped down, the local boys stayed out. The friends of the local riders were much peeved over the visitors coming and taking all the glory and cash, and claim that it has put a damper on the sport locally, although the spectators got their money's worth in thrills and excitement.

Further exemplifying the modern adage that "youth shall be served" the honors of the day went to Ben Broadwick, a 17 year youngster of San Francisco, who won the 50 mile race on an Indian. W. G. Collins, Indian, was second and Fred Cosgrove, Indian, third. Time, 59:02. Broadwick trounced Collins again in a five mile race, registering 5:25⅕.

M. J. Graves, the Merkel star, also obtained some publicity by establishing a track record for a mile. He skimmed around the gravel oval in 58⅗ seconds. Graves also defeated George Renal, the Parisian daredevil, who rides a monster Anzani, in a three mile handicap. Renal was given a quarter mile start, but Graves soon pulled him down. Three thousand people were present. Summary:

Fifty mile free-for-all—Won by Ben Broadwick, Indian; second, W. G. Collins, Indian; third, Fred Cosgrove, Indian. Time, 59:02.

Five mile open—Won by Ben Broadwick, Indian; second, W. G. Collins, Indian. Time, 5:25⅕.

Three mile handicap—Won by M. J. Graves, Merkel (scratch); second, George Renal, Anzani (¼ mile). Time, 3:05⅕.

One mile against time—M. J. Graves, Merkel. Time, 0:58⅗. Track record.

May Change Registration in Indiana.

Motorcycle registrations in Indiana are so badly muddled that H. L. Conter, deputy secretary of state, intends to ask the next general assembly to provide for the annual registration of motor vehicles. Under the present system, which provides for no change in the registration except in the event of the transfer of the machine, the records of the machines have become seriously mixed because the owners of the machins in various parts of the state transfer their motors without reporting the change to the secretary of state's office at Indianapolis.

SAN FRANCISCO MOTORCYCLE CLUB GATHERED FOR A SOCIAL SPRING RUN.



Not the least interesting feature of the motorcycle clubs in California is the extensive participation by women in their affairs. The picture indicates how strongly they figure in the San Francisco club.

Central Jerseymen Celebrate Easter.

With blue and white pennants, the club colors, fluttering from many machines, the new Central Jersey Motorcycle Club, of Trenton, held its first run on Easter Sunday, 16th inst. On account of the high wind and general rawness the original 60 miles course was cut in half and the riders visited Edinburg, Dutch Neck and Princeton. Upon returning to Trenton they paraded the principal streets and attracted considerable notice. A vigorous membership campaign is being waged with a view to having a large attendance at the first annual dinner which will be held shortly. It is the intention to lease commodious club quarters in the center of the city and make the rooms a general rendezvous for tourists.

Prince Now Flirting with Chicago.

Negotiations for the building of a one-third-mile board track at Riverview, Chicago, Ill., are being entered into with Jack Prince by the Chicago Motorcycle Club. At the last meeting Captain Walsh, of the club, indicated that the track is now assured and construction is expected to commence soon. At the same meeting the club's endurance run, to be held on May 7, was discussed and plans were made for the location of the various controls. Prizes aggregating $100 in value have already been donated for the run.

Chicagoans "Tryout" on Hawthorne.

Easter Sunday was an opportunity for the Chicago Motorcycle Club and the North Shore Motorcycle Club, of Chicago, Ill., to do some speed work at the Hawthorne track. The Chicago Motorcycle Club took a morning ride over into Indiana, but the North Shore crew went direct to the track, starting in the afternoon. Two informal races were pulled off, showing that the course will be very speedy when the conditioning work is finished. The turns were still soft, but the riding was fast nevertheless. An exhibition mile on a ported Thor was clocked in 1:07.

San Jose Motorcyclists Organizing.

San Jose, Cal., is going to have a motorcycle club soon and it is going to be an F. A. M. affiliated one, too. A preliminary meeting of interested riders was held in the Chamber of Commerce hall in that city on the 13th inst., at which Charles D. Reed presided as temporary chairman, and Herbert Bean kept the minutes. Organization was decided on and a committee consisting of W. N. Lee, A. C. Banta, C. H. Northrup, Jr., and Charles Reed was appointed to draft a constitution and by-laws to be submitted at the next meeting, when the full board of officers will be elected.

San Diego Plans $3,000 Club House.

The Motorcycle Club of San Diego, Cal., has prepared plans for a $3,000 club house. It will be built with special regard to the peculiar needs of motorcyclists and will be fitted with all conveniences calculated to contribute to their comfort and well being.

First Touch of Spring Causes Club Sap to Stir

O. L. Holmes, a Trenton, N. J. dealer, is the father of the Central Jersey Motorcycle Club, which has been organized in that city. It is a 100 per cent. F. A. M. club and has 27 members composed of the best class of motorcyclists in the 'skeeter capital. The officers are C. R. Crist, president; G. B. Yard, Jr., secretary; J. P. Hooler, treasurer; Charles Neuls, captain; Earle Chamberlain, lieutenant; directors, C. R. Crist, E. T. Heals and O. L. Holmes. Its F. A. M. number is 107. "Papa" Holmes called the first meeting, to which 35 riders responded and 31 signified their intention of becoming members of the new club. At the next meeting, however, this number shrunk to 27 who paid the initiation fee and the club "checked out." When the work of organization was completed, its sponsor turned the club over to the officers to shape its own career.

Instead of making the captaincy appointive or elective as is the general rule, the Trentonians have introduced an innovation which "listens" well, and that is in making the office competitive. This is to say, that every quarter, the rider scoring the highest number of points in regular tours and runs for that period becomes captain for the following quarter or longer if he continues to top the point column. This competition has the advantageous feature that it insures the captain keeping on the job all the time and arranging plenty of runs and tours and going along on them. Another bit of radicalism, but of the tempered sort, however, is found in the by-laws, which contain a clause providing for a board of governors consisting of one officer and two private owner club members. No trade rider shall be a member of this board, obviating any cause for trade jealousy.

Jacksonville, Ill., has enrolled itself in the F. A. M. club directory. It is represented by the Jacksonville Motorcycle Club which is F. A. M. 108. The secretary is A. R. Myrick, 300 E. State street.

C. A. Hunt, an Aberdeen, S. D., dealer is devoting himself to the organization of a long overdue motorcycle club in that place. Its affiliation papers are waiting to be filled in whenever it is ready.

E. H. Swarz, Elwood City, Pa., an active rider of that place is doing club missionary work for the F. A. M.

The question of F. A. M. affiliation is to be voted on shortly by the Lancaster, (Pa.) Motorcycle Club. The new by-laws which have been drafted also will come up for adoption at the same meeting.

L. J. Spingler, 16 N. Fifty-second street, Philadelphia, Pa., a dealer, has taken it upon himself to try and give the Quaker City another motorcycle club. He already has sent in nine applications, accompanied by the necessary lucre, to Chairman Estabrook who is acting as stakeholder until Spingler gathers some more recruits. When the club is born it will be straight F. A. M.

R. W. Jackson, 742 E. 18th street, Minneapolis, Minn., has a live club already launched and plowing through the club sea at a good clip. It will fly the F. A. M. affiliation pennant from the peak soon.

E. A. Thiem, Minneapolis, Minn., the manufacturer of Thiem motorcycles, is taking an active interest in the Minneapolis Motorcycle Club and lining it up in the F. A. M. A committee has been appointed to revise the by-laws to conform with the standard F. A. M. form of club by-laws, and it was voted to affiliate and require all members to join the F. A. M. A committee was appointed to arrange for three hill climbs during the season, and another committee was entrusted with laying out two endurance runs. The sentiment of the club was that one of the runs should be to Chicago and return and the other to Duluth and return. To a third committee was given the task of arranging for motorcycle races at the next state fair of the Minnesota State Agricultural Society, and also to stage a meet at the Hamline track across the river in St. Paul during the season. The question of uniforms was touched on and as a result of the discussion which was favorable, the club probably will order new riding togs soon. Captain E. H. Hammer promised plenty of club runs during the season. The club also is thinking of joining one of the several tours which very likely will be organized to take in the F. A. M. meet.

Chairman Estabrook of the membership committee offers the suggestion that the tour committee of the F. A. M. provide tour pennants bearing the words: "F. A. M. National Meet" for the tours which will be organized in various sections to joy-ride to the meet. Amplifying his suggestions he proposes that the pennants be of a different color for each tour, so that the color of a pennant readily will denote the section a rider belongs to.

The Norwalk (O.) Motorcycle Club has "checked in" as F. A. M. club 109 with 17 men. W. C. Pressing, 192 W. Main street, is the secretary.

A. G. Savage & Bro., Gary, Ind., have reciprocated their appointment as an official F. A. M. repair shop by organizing an F. A. M. club. It is called the Gary Motorcycle Club and is affiliated as No. 106. J. E. Murray, 614 Broadway, is the secretary.

The Toledo (O.) Motorcycle Club will have to worry no more regarding sanctions for closed club meets, for it now is affiliated as No. 105. H. H. Giese, 713 S. Platt street, is the secretary.

B. S. Morgan, Jr., Lynn, Mass., manager of the motorcycle department of the Lynn Sporting Goods Co., 176 Oxford street, has a club in the "mill." It is expected to emerge from the hopper soon.

More evidence of the growth of the club movement in Canada is to be had in the application of F. W. Sanquine, 1219 Seventh avenue, East Calgary, Canada, for club literature.

At present there is a tie vote in the Winnipeg, Manitoba, Motorcycle club as to whether or not it shall affiliate. The reason for the hesitation is a discussion as to how much affiliation is worth to it under present conditions where there are no districts or working representatives of the organization that seeks to control them.

W. D. Gresham, Birmingham, Ala., an F. A. M. state referee, is going to try and organize a new club in that city. He reports many new riders in that section and aims to lay the foundations for a live affiliated club.

By-laws adoption and F. A. M. affiliation will come before the new Cedar Rapids (Ia.) Motorcycle Club for decision soon.

Joseph C. Smith, 805 Perry street, LaPorte, Ind., an F. A. M. member, is scouting for riders in his district who are infected with the F. A. M. club fever. He already has discovered several and plans to bottle them into an organized club soon.

Mobile, Ala., has a new club on the block and the details will be completed shortly. It promises to "do things" when the clutch is thrown in.

In Hamilton, O., W. S. Thompson, L. Whitehall and Fred Schnitcker, constitute a committee of three who are beating the bush for recruits for a club. The final round-up is booked to take place shortly.

Spokane Forms Track Association.

Spokane, Wash., is to have a specially-built motorcycle track soon, and the Spokane Motorcycle Track Association has been formed to superintend its construction. It will be a half mile dirt saucer and will be built near the Minnehaha park grounds. In view of the increasing popularity of board tracks, which are conceded to be faster than any other kind, it appears somewhat in the nature of a retrograde step on the part of the Spokaners to decide on a dirt oval instead. The directors of the association state that it was their original intention to build a board track, but that upon investigation they found that experience has shown a dirt track to be more satisfactory and that is the kind that will be built. Therefore while Spokane may look forward to some good racing it hardly can expect to see any records broken on its new speed bowl. The track will be banked 30 degrees and will be circular. In the infield a base ball field will be laid out. Plans are nearly ready and work on the track is expected to begin next month.

KENTUCKIANS DISCOVER A CREEK

What Came of Exploring an Unfrequented Road — "Discovery" Proved Snakeline and Caused Motorcyclists to Retreat.

Odd kinks in the topography of the State of Kentucky were discovered by two members of the Louisville Motorcycle Club, Louisville, Ky., on an excursion which they took on Sunday the 9th inst. L. W. Thompson and Glen White were traveling a rather unfrequented road and one on which they never before had been, when they encountered a point where the road ran through a stream about 20 feet wide. There appeared to be a rather stiff incline just beyond. Thompson opened up a little and splashed through the water, landing safely on the other side and climbing the hill which he found there. White did not like the idea of riding through water, so he bravely waded in like Balboa christening the Pacific and crossed also. Thompson proceeded about 100 yards further on when he discovered that the road made another turn and went through the creek again. Not to be daunted he took another splash and emerged successfully on the other side. After proceeding about 100 yards more he discovered that the road again went through the creek. He stopped, swore a little, sized up the situation and then decided that having come thus far he might as well see the thing through, as this was probably the last crossing. He opened up and plunged through. About half a mile further on he came to the crest of a small hill where he could get a good view of the surrounding country and what was his chagrin to find the road made another sharp curve and once more went through the creek. This was the last straw so far as Thompson was concerned and he turned his machine about and retreated in haste, slamming through the creek the numerous times necessary to get back to the point of his first encounter with it.

When he reached the third crossing on the way back, White stood on the opposite bank and calmly pulling away at a pipe. He "kidded" Thompson on the latter's retreat and commended his own judgment in not undertaking a swimming expedition with his motorcycle simply because Thompson led the way. Needless to say both Thompson and White have that road spotted and claim they never will tackle it again.

Motorcycles Gain; Motor Cars Lose.

Motorcycles have taken the Secretary of State of Indiana somewhat by surprise, and in his annual report he tells about the great increase in registrations that they show. The report, in referring to motorcycles, says:

"Registrations show a marked increase in the number of motorcycles registered, while the automobile registrations show something of a decline. The adoption of the motorcycle as a means of transportation by traveling salesmen who call on trade in small cities and towns and by such salesmen handling city orders is held to account for the increase in this class of motor vehicles. Reports to the Secretary of State indicate that the motorcycle from a thing of pastime has been made a utility machine."

Dallas Thinks Motorcycles Good.

Appreciation of the utility advantages of the motorcycle is not lacking in Dallas, Tex., where nearly all the principal drug stores now employ motorcycles in making deliveries in the residential district. The police department, too, is a great user of motorcycles and has placed an order for two Merkel machines to supplement the two Indians and two Thors which now constitute part of its transportation equipment.

KENTUCKIANS WHO TACKLED COUNTRY ROADS EARLY.



Members of the Louisville Motorcycle Club, Louisville, Ky., taken as they were about to start on a recent Sunday run to Shelbyville.

WHAT HAPPENED TO MR. MOORMANN

"Happenings" Began in Moorsville and the Young Man is Glad He's Alive—His Motorcycle "Fatally Injured."

If only a moving picture man had been present to see it all on April 17, at Moorsville, Ind., he would have had a film that would have taken rank with the "six best renters," for what happened to Bert Moormann, an amateur motorcycle rider, and his new motorcycle on that day in that town was little short of a miracle. The whirl started with a puncture. Moormann laughed. 'Twas nothing!

A boy threw a rock at him. Moormann spoke to the boy's father, who chased Moormann with a knife.

"B-r-r-r-r" from the new motorcycle, and Moormann was out of reach. He laughed. Then things really began to happen.

Moormann bumped a traction car. Later he was forced to jump from his machine to avoid death under a C. H. & D. train. The motorcycle was struck. Moormann was bruised, but he just laughed.

Moormann then continued on his explosive way, until he hit Prosecutor Dennis O'Neil. Both hit the street. Moormann did not dare laugh, because O'Neil did not see the humor in the situation.

"Me for the country and the open road," said Moormann.

The new motorcycle sputtered gayly forth and was "going good," much to Moormann's exhilaration, when it struck an automobile. The collision was mutual, with the motorcycle underneath. Moormann was thrown many feet, but escaped with only a bruise or two. The new motorcycle was damaged beyond using and Moormann's headlong career was ended for the day.

Texans Oppose National Circuit.

The Lone Star Motorcycle Club, of Dallas, Tex., held its regular meeting on the 18th inst., at which time a smoker was given, together with liquid refreshments for the members and visitors. The club voted unanimously against the so-called national racing circuit proposition, believing that such a scheme would militate against the club in case the latter should want to give race meets of its own in the future. The outlook for racing in Dallas is not over bright for the present, however, as the only track in the city is owned by horse racing men, and, furthermore, on account of several accidents last year during the State Fair races, the city passed an ordinance forbidding motorcycle and automobile racing on the State Fair track. The local automobile club, nevertheless, is figuring on building a steeply banked automobile race track, and if the project is consummated, the motorcyclists doubtless will get a change to use the track.

THREATENING BILL AT ALBANY

Motorcyclists in New York State May Have to Pay $5 Per Year—Numbers to be Carried, Too.

After enjoying a happy exemption since 1904 from licenses, registrations and the carrying of number plates, motorcyclists in New York state again are in peril of legislative action which may result not only in their having to carry numbers but in their having to pay an annual fee of $5 for the privilege of operating their machines in the state. When, seven years ago, the New York legislature seriously proposed classifying motorcycles with automobiles and requiring them to meet the same onerous conditions as the four-wheelers, vigilant F. A. M. workers presented the motorcyclists' case so pointedly and forcibly that they won the exemption asked for, so that the riders in New York since have been free from the exactions imposed on their fellows in New Jersey and other states. This situation now is threatened by a bill introduced at Albany on the 17th inst., taking the form of an amendment to the so-called Callan automobile law and bringing motorcycles under the provisions of the motor vehicle act.

The bill was introduced by Senator White, chairman of the committee on internal affairs, and has the approval of Secretary of State Lazansky. In relation to motorcycles it provides that owners will be required to pay the registration fee of $5 imposed on automobile owners. It also carries the provision that within 20 days after it has become a law there shall be displayed conspicuously on all motorcycles a sign with the number assigned by the secretary of state.

Whitney Dislikes a Label Error.

Upon looking at the picture of the Indiana Motorcycle Club that appeared in a recent issue of the Bicycling World and Motorcycle Review, Vice-President Perrin B. Whitney, of the Western F. A. M. district, discovered that there was an error in the labeling, in that the caption indicated that the picture was taken at the national F. A. M. meet two years ago, when as a matter of fact it was taken at the time of the Western District endurance last fall. Whitney suggests that the Western District should have the credit for the photograph, in order to do justice to the well known riders who appear in it.

Philadelphians Are Affiliated.

April 19 was the affiliation birthday of the Philadelphia (Pa.) Motorcycle Club and its certificate bears number 110. It is a 100 per cent. F. A. M. club, all of its 15 members belonging to the national organization. C. G. Mueller, 29 N. St. Bernard street, holds down the secretarial job.

JUST OUT OF THE CRATE FROM LOS ANGELES.



Immediately following the record breaking ride of Don Johns on the "No. 21" Indian, the machine was shipped to Chairman Thornley to be officially measured as to piston displacement. The picture shows the group who saw it unpacked. Chairman Thornley is third from the right.

'TWAS TRULY A ROMAN HOLIDAY

Folks in the York State Town Shut up Shop to See Two Motorcyclists Race—Noonan Wins.

Because of the interest in a motorcycle match road race between two local riders, business was practically suspended in Rome, N. Y., on the 8th inst. Many stores and a number of factories shut down during the race and lots of people came from many places within a radius of 50 miles. The trolley lines ran special cars and bulletin boards were posted in front of the newspaper offices not only in Rome, but in Utica, Syracuse and other places in the vicinity. For two hours in the afternoon the long distance telephone lines along the course were closed to business and the company had operators at different points to send in reports of the progress of the race. The manager of the local telephone company acted as starter, the contestants being George Stockbridge on a 4 horsepower Harley-Davidson and A. S. Noonan on a 4 horsepower Indian. Stockbridge was given a start of 100 yards for the 14 miles, but half a mile down the road was caught by Noonan. After that it was a hammer and tongs battle between the two with Noonan finishing in front, having covered the distance in 18 minutes, 35 seconds. The event did much to stimulate motorcycling interest in and about Rome.

Canadians Project Own Federation.

For the control of motorcycle sport in Canada, the Toronto Motorcycle Club, at an important meeting held on the 5th inst., decided to go ahead with arrangements for the formation of an organization to be known as the "Canadian Federation of Motorcyclists," similar to the controlling body in the United States.

Affiliation with the Federation of American Motorcyclists has been thought of for some time by the Toronto club, and the awarding of the national F. A. M. meet to Buffalo has given a further reason why the club should affiliate, as it is probable that the motorcycle races in connection with the meet will be held on Canadian soil, at Fort Erie, Ont., with many Toronto riders participating. Some of the Canadians, however, do not like the idea of having the club affiliate with an American organization, and the idea of a Canadian association to govern Canadian affairs arose.

It is predicted that the outcome will be that a Canadian federation, entirely self-governing, but with a close working agreement with the American body, will be created. Meanwhile the Vancouver (British Columbia) Motorcycle Club has affiliated with the F. A. M., and the club at Winnipeg, Manitoba, has decided to enter the F. A. M. fold.

MALLOY WINS C. R. C. A. HANDICAP

Townsend Captures Time Honors in Big Cycle Race at Floral Park—Acme Wheelmen Strong.

Exploding once more in decisive fashion the popular fallacy that bicycling practically is "down and out," and doing it in the face of most unfavorable weather, one of the laregst bicycle races that has been held in the East in the past 10 years occurred at Floral Park, L. I., Sunday, 16th inst., when the Eastern Division of the Century Road Club Association staged its spring 10 miles handicap road race. It was won by John Malloy, of the Empire City Wheelmen of Brooklyn, a 2:30 man, who covered the course in 31:06 and crossed the line first by the fine margin of one-fifth of a second.

At Malloy's elbow was J. Sellner, of the Tourist Road Club, who started from the same mark, and he beat out A. R. Cooley, an Association man, by the same fractional fifth of a second that cost him victory. Cooley had three minutes handicap. The first scratch man to finish was John Townsend, of the Irish-American A. A., who came in fourth, and also captured first time prize. Townsend jumped 250 feet from the finish and beat out Joseph Kopsky of the New England Wheelmen for first time prize by two seconds in a slashing windup. This pair were the only scratch men to get in on the 25 place prizes. Townsend's time was 28:36⅗. E. Rick, Acme Wheelmen, with 1:30 handicap finished fifth in 30:06⅘. From an entry field of 150, there were 86 starters and 45 finished.

Third time prize was captured by Franklin Fisher of the Empire City Wheelmen, a scratch man, who went the route in 29:31⅕. Fisher beat J. Schuster, also on the back mark, by 1⅕ seconds and John DeBruyn, Acme Wheelmen, gathered fifth time prize from the minute mark. Club honors went to the comparatively young Acme Wheelmen, which made good its claims of good riders in its ranks by taking seven of the first 25 place prizes. The Association took second club honors.

It was the rawest Easter Sunday in many years and in the morning there were several flurries of snow and rain which did not help the course any. In addition there was a cold and piercing west wind blowing which chilled to the bone all who did not resort to violent exercise. In spite of the disagreeable conditions there was a large crowd present, for the race had been well advertised. On account of the unfavorable weather the race was late in starting and it was twelve o'clock when the long markers were dispatched from in front of the Oriental Hotel with 3½ minutes' handicap. Other batches were sent off at 3, 2½, 2, 1½ and 1 minute intervals, respectively, and then came the honor men.

On the outward leg to the Westbury

SUMMARY TABLE OF RESULTS OF THE FLORAL PARK RACE.

Place Prizes.

	Rider and Club.	Handicap	Time
1	John Malloy, Empire City Wheelmen	2:30	31:06
2	J. Sellner, Tourist Road Club	2:30	31:06⅕
3	A. R. Cooley, C. R. C. Association	3:00	31:36⅕
4	Jack Townsend, Irish-American A. C	Scratch	28:36⅗
5	E. Rick, Acme Wheelmen	1:30	30:06⅘
6	J. B. Schmidt, Acme Wheelmen	1:30	30:07
7	A. D. Dawson, C. R. C. of America	1:00	30:37⅕
8	H. Naphtal, unattached	1:30	30:07⅖
9	A. J. Eberhart, Acme Wheelmen	2:00	31:37⅗
10	I. E. Higgins, Acme Wheelmen	1:30	30:07⅘
11	J. DeBruyn, Acme Wheelmen	1:00	29:38
12	H. Glotzer, unattached	2:00	30:38⅕
13	T. Lockhart, Courier Cycle Club	2:30	31:08⅖
14	J. G. Kopsky, New England Wheelmen	Scratch	28:38⅗
15	P. E. Wilke, Acme Wheelmen	1:30	30:08⅘
16	G. A. Knopf, C. R. C. of America	2:00	30:39
17	H. Lilienthal, C. R. C. Association	1:00	29:39⅕
18	Henry Kest, New England Wheelmen	3:30	32:09⅖
19	D. Pellecchia, New Harlem Wheelmen	2:00	30:39⅗
20	G. Meinicke, Akron Wheelmen	2:15	31:45
21	H. Schetzin, Tourist Road Club	2:00	31:30⅕
22	J. Campanella, New Harlem Wheelmen	2:00	31:30⅖
23	J. Frenchy, unattached	2:00	31:30⅗
24	E. O. Spillane, Acme Wheelmen	2:30	32:30⅘
25	Harry A. Jaeger, C. R. C. Association	3:00	32:31

Time Prizes.

1	Jack Townsend, Irish-American A. C	Scratch	28:36⅗
2	J. G. Kopsky, New England Wheelmen	Scratch	28:38⅗
3	Franklin Fisher, Irish-American A. C	Scratch	29:31⅕
4	J. Schuster, Empire City Wheelmen	Scratch	29:32⅖
5	J. DeBruyn, Acme Wheelmen	1:00	29:38



THE STARTING AND FINISHING POINTS, RESPECTIVELY, OF THE C. R. C. A. HANDICAP

turn the men had the wind at their backs and remained well bunched, so much so that where the road narrowed they choked it completely. At the turn the first spill occurred and brought down four men. It took them considerable time to disengage their feet, which were strapped to the pedals, of course, and although they remounted and continued, the loss of time put them out of the running for prizes. A. R. Cooley was the first man around the turn, closely followed by Henry Kest and John Malloy, the latter the ultimate winner, in that order.

On the homeward run the going against the wind soon told on the weaker men and the field thinned out rapidly. Four miles from the finish another spill occurred and seven men bit the dust. Two machines were badly smashed and three others not so much and most of the fallen ones were scraped in sundry places. Two of the fallen ones remounted and finished outside the prizes. The last and worst spill occurred 1½ miles from the finish. At this point the scratch bunch caught up with the long markers and there were about 25 men closely packed. Coming to a narrow point in the road some of the men on the edge were forced into the ditch. The crash came when A. J. Eberhart, an Acme man, skidded and fell. The others piled on top of him pell mell to the number of a dozen. P. E. Wilkie, of the Acme Wheelmen, suffered most, sustaining a fracture of the bones in his hand, but he pluckily re mounted and finished fifteenth.

The field bunched again and remained close together to the finish, which was close and exciting enough to make the fans forget the biting wind for the moment. The handicapping was good and the places were earned by fractions of seconds.

Salt Lake to Have the Stars, Too.

Frank Kramer, Jackie Clarke and Iver Lawson are to appear in Salt Lake City this summer as well as in Newark, N. J. It has been arranged between Manager Chapman of the Newark Velodrome and Manager Ernest Pye of the Salt Palace that Clarke is to go out to Salt Lake City some time during the season and ride a series of match races with Lawson. When the winner of this series has been decided, Kramer will go out to Salt Lake and try conclusions with him. New racing stars that may develop at Salt Lake may also be brought East if they are fast enough.

Lafayette's Will Hold a Handicap.

Bicycle activity in Baltimore, Md., for the coming season will start on Sunday, May 7, when the Lafayette Wheelmen stage their annual 12 mile spring handicap road race over the Shell Road. The course will be covered twice. The limit men will have eight minutes. Thirty prizes will be offered and all amateur riders are eligible. Entries are being received by E. R. Boehm, 1014 E. North avenue, Baltimore, Md.

NEWARK RACING SEASON OPENS

Bardgett, the New Referee, Disqualifies Fogler Under "No Teaming"Rule—Clarke and Kramer Don't Finish.

With a brand new track capable of accommodating 9,000 people and with a great big resolution on the part of the National Cycling Association and the track managers to suppress teaming, the cycle race season at Newark, N. J. opened on Sunday, 16th inst. Practically all the stars in the cycle race firmament were present except Floyd McFarland. Champion Frank Kramer, A. J. "Rocket" Clarke, Joseph Fogler, Alfred Goullet, Patrick O'Sullivan Hehir and a representative contingent of the "comers" were on hand. Iver Lawson and Edward Root were present but did not ride. Not the least interesting feature of the occasion was the appearance of Walter Bardgett as the official referee.

A cold and blustering wind made things rather uncomfortable for the 5,000 fans who gathered for the opening meet, but the racing itself was spirited, and if it holds up to sample for the balance of the season, the enthusiasts in Newark and vicinity will get their money's worth. It was almost too much to hope for that Clarke and Kramer should give each other a hard tussle in the opening meet, and as things turned out neither of these shining lights finished in the big race of the day.

Joe Fogler was the big noise in both professional events, taking the one mile Easter handicap and the five mile open Kramer Stakes. Unfortunately for the big blond Brooklynite, however, Referee Bardgett subsequently disqualified Fogler as the winner of the five mile handicap on the ground that Fogler was teamed up with Goullet and Peter Drobach. Not only did Bardgett lift the $100 first prize out of Fogler's reach, but he also tacked on a $25 fine. Needless to say, Fogler immediately went up in the air to an extent that imperils all aviation records and the roar that he let out made the windows rattle as far away as Atlantic City. Bardgett appears to make the slogan "No Teaming" have a meaning closely resembling what it says.

Frank Blatz, of Jersey City, won both the amateur events, these being a half mile handicap, in which he started from scratch, and a three mile open. James Gunning was the graduate in the one mile novice.

Kramer and Clarke were the scratch men in their respective heats in the one mile Easter handicap, but neither man qualified in his heat. Iver Lawson was scheduled to start with Hehir in the third heat from 20 yards, but did not appear. In the final Pedlar Palmer from 130 yards took the lead in a driving ride, with Werner Beck at his heels, but they were gradually overtaken by Goullet and Fogler. In the sprint Fogler waltzed to the front with Goullet second and Palmer third.

The amateurs had their usual spills, in the fifth and sixth heats of the half mile handicap, but there were no serious injuries. In the final heat Frank Blatz soon gobbled up the distance men and went to the front, winning in 59⅕, with Herman Kjeldsen second and Seibert third.

In the three mile amateur open Adam Beyerman was the only one to give Blatz a fight and the two headed the procession most of the way, the finish being Blatz, Beyerman and Earl Adams in that order.

Things looked good for a finish struggle between Clarke and Kramer in the five mile pro event, as both men were going strong in the third mile. Soon after that, however, Clarke dropped out and Kramer did likewise after a few more laps, the withdrawals being due to punctures and broken spokes, respectively. Fogler lay in a good position until the approach of the final whirl, when he plowed through and went to the front, leading all the way around the last turn and up the stretch.

The summaries:

One mile novice—Won by J. Gunning, Newark, N. J.; second, Gus Wohlrab, Jersey City. (No third prize.) Time, 2:51.

Half mile handicap, amateur—Won by Frank Blatz, Jersey City (scratch); second, Herman Kjeldsen, Denmark (20); third, Charles Seibert, East Orange (60). Time, 0:59⅕.

One mile Easter handicap, professional—Won by Joseph A. Fogler, Brooklyn (20); second, Alfred Goullet, Australia (50); third, William (Pedlar) Palmer (130); fourth, Al Halstead, London (65); fifth, Ernest Jokus (Newark (130). Time, 2:00⅕.

Three mile open, amateur—Won by Frank Blatz, Jersey City; second, Adam Byerman, Mohawk A. C., Brooklyn; third, Earl L .Adams, Montclair, N. J. Time, 7:59⅗.

Kramer Stakes, five mile open, professional—Won by Joseph A. Fogler, Brooklyn; second, Paddy O'Sullivan Hehir, Australia; third, Alfred Goullet, Australia; fourth, Fred Hill, Boston; fifth, Fred McCarthy, Toronto, Can. Time, 11:49.

Big Cycle Road Race for Wheeling.

In common with many other cities throughout the country on that occasion, Wheeling, W. Va., is to have a big bicycle road race on May 30, Memorial Day. Herman Friedrichs, bicycle dealer, is promoting the race, which will be a ten miles affair with a high grade bicycle as first prize and a string of attractive awards to those who come after the winner. The course will be over the National Road to Wheeling Park and return, and will be open to all riders of 18 years or under. A big colony of local youngsters already are training assiduously for the event, for they have their eyes on the choice prize that heads the list.

Tampa Road Race, March 26

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Garden City Team Proves the Victor.

Riding from flag to flag as if his Satanic Majesty were at their heels and prodding them with the tangs of his pitchfork, the six men, representing the Garden City Wheelmen, of San Jose, Cal., as a team swept everything before them at the opening meet of the season on the Pacific Coast, which was held on the stadium in Golden Gate Park, San Francisco, on the 2d inst.

The visitors easily captured every heat of the 30 mile relay team race and did it so decisively that the home riders never had a look-in. Second place went to the New Century Wheelmen's team of San Francisco, who finished a lap to the bad. No other teams finished, the Bay City and Acme Cyclers teams withdrawing at the end of the fifth lap. The laps were of five miles each and the fastest lap was covered by E. Trulson, a San Jose rider, who peeled off the fourth heat in 14 minutes flat.

The winning team consisted of Ezra Erick, Al. Mahoney, Leo Dossee, E. Trulson, L. L. Gerken and Nick Eisentraut. Erick started the battle for his team, and in the fourth mile unwound a jump that carried him away from the bunch as if they were anchored. When they woke up a wild pursuit of the runaway commenced, but despite teaming on the part of the pursuers Erick gained steadily and turned over a good lead over the others to his relief, Mahoney.

Mahoney also started out to burn things up and lapped the field before he retired. His successors all did the same thing and seemed not satisfied to win, but piled on the agony by lapping their rivals as often as possible. The only mishap occurred when J. Pellitere, of the Bay City team, fell. He was not injured. Five thousand people witnessed the race, which was run under the rules of the California Associated Cyclists.

The summary:

First heat—Won by E. Erick, Garden City Wheelmen; second, G. Delker, New Century Wheelmen; third, C. Silver, Acme Cyclers; fourth, J. Pelletier, Bay City Wheelmen. Time, 14:40⅗.

Second heat—Won by G. Mahoney, G. C. W.; second, H. Folger, N. C. W.; third, A. Ortege, B. C. W.; fourth, J. Chick, A. C. Time, 14:45⅖.

Third heat—Won by L. Dossee, G. C. W.; second, L. Trickler, N. C. W.; third, J. Fitzgerald, B. C. W.; fourth, E. Johnson, A. C. Time, 14:08.

Fourth heat—Won by E. Trulson, G. C. W.; second, B. Brush, N. C. W.; third, R. Rowland, B. C. W.; fourth, J. Brown, A. C. Time, 14:00.

Fifth heat—Won by L. Gerkin, G. C. W.; second, E. DeLong, N. C. W.; third, C. Christenson, B. C. W.; fourth, M. Barry, A. C. Time, 14:22.

Final—Won by N. Eisentraut, G. C. W.; second, A. Born, N. C. W. Time, 14:11. Total time, 1:26.06.

San Jose Cyclists Visit Gilroy.

Over 100 cyclists, a majority of them members of the Garden City Wheelmen, of San Jose, Cal., participated in a run to Gilroy on the 9th. Upon arrival the visitors removed some of the stains of travel, rested a bit and then attacked a fine "feed." When the gastronomical battle was over, the victuals had been annihilated. The return was made leisurely late in the afternoon after an enjoyable outing.

Lightfire Wins at 22d Regiment.

Duplicating the performance of three honor markers in other events, H. Lightfire, a scratch man, won the two mile bicycle handicap at the final regimental games of the season at the Twenty-second Regiment Armory, New York City, Sunday, 16th inst. J. Donovan, a 100 yard man, took second and W. Buckingham, scratch, was third. Time, 5:23⅗.

Clement the Victim of a Collision.

J. W. Clement, a prominent member of the New England Wheelmen, New York City, is nursing a fractured collar bone as the result of a collision while out riding recently. Another bicyclist shot out of a side street unawares, and struck Clement broadside. He probably will do no more riding for six weeks at least.

Acme Cyclers Issue a Challenge.

Smarting under their severe trouncing at the hands of the Garden City Wheelmen, of San Jose, Cal., in the 30 mile team relay on the 2d inst., the Acme Cyclers of San Francisco have challenged the San Joseans to a five man team relay match. The challenge has been accepted and the date will be selected later.

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Canada Cyclists in Annual Session.

Canada's cycling organization, the Canadian Wheelmen's Association, held its annual meeting at Toronto, Ont., on Saturday, 15th inst., with President Louis Rubenstein, of Montreal, in the chair. The election of officers resulted in a bloodless but complete victory for the Toronto interests, Robert Falconer, of Toronto, being elected president for the ensuing year. Rubenstein, the retiring president, was made honorary president. The other officers were chosen as follows: J. W. Gibson, vice-president; H. E. Richards, of Toronto, secretary; J. Smith, of Toronto, treasurer.

As chairman of the racing board, G. L. Mackay, of Toronto, was re-elected, and William M. Gladish, of Toronto, was made chairman of the membership committee. The other committee chairmanships include Ford S. Kumpf, of Waterloo, Ont., chairman of the committee on rights and privileges; W. G. Ayling, of Montreal, chairman of the committee on rules and regulations, and J. H. Rous, of Waterloo, chairman of the roads committee.

The changes in the list of officers mark the passing from active participation in cycle matters of such enthusiasts as L. Rubenstein, G. S. Pearcy, J. Posle and W. G. McClelland. A set of younger officers is now in control. One of the most promising signs of the times was the large number of delegates present, over 50 being on hand. At the annual convention a year ago a scant half dozen attended.

Affiliation with the Amateur Athletic Union is as far off as ever, the matter being left unsettled at the meeting. The Dominion championships will be held at Waterloo, Ont., on July 1, where there is a fine quarter-mile track. Five gold medals have been donated by prominent members of the C. W. A. for the Ontario meet at Toronto. Some criticism has been caused by amateur riders appearing on the burlesque stage in cycle roller race acts, and the matter will be investigated. G. L. Mackay, chairman of the racing board, reported that 98 riders had taken out registrations during 1910. In order to encourage novices, the youngsters will be charged no fees for riding in novice races.

Minister's Example Proves Bad.

A young fellow summoned to the Chelmsford (England) police court the other day for cycling on the sidewalk, stated as an excuse that he had seen the minister doing so and therefore thought it could not be wrong. He evidently doesn't know much about ministers.

Amateur Racing Strong in England.

Amateur bicycle racing in England is very popular. At present over 1,200 riders are competing under the rules of the Amateur Athletic Association.

Spring Century Run Plans of C. R. C. A.

All arrangements have been completed for the spring century run of the Century Road Club Association, Eastern Division, which is to take place on Sunday, April 30, but which will be postponed until May 7 in case of rain. It is the 14th annual spring century of the association and is to be run over an entirely new course, which will insure the best roads and the easiest century of the year. The start will be made at Columbus Circle, 59th street and 8th avenue, Manhattan, from which place the cyclists will go via Jamaica, Floral Park, Hicksville, Amityville and back to Hicksville for the noon stop. Dinner is scheduled at Wolgast's in Hicksville. From Hicksville the return trip is via Freeport, Far Rockaway, Valley Stream and Jamaica back to Columbus Circle. The first division, which will be led by A. R. Cooley, will average 16 miles per hour, while the slow division, of which George Bieregel will be the chief pacemaker, will average 12 miles per hour. J. P. Berlenbach is the captain. The entrance fee is 50 cents and entries are to be filed with Howard Zarr, 2202 Seventh avenue, New York City. A handsome silver medal will be awarded to each rider who finishes, upon payment of $1.00 at the finish of the run. The medals are on exhibition in the windows of a number of bicycle establishments in Manhattan and Brooklyn.

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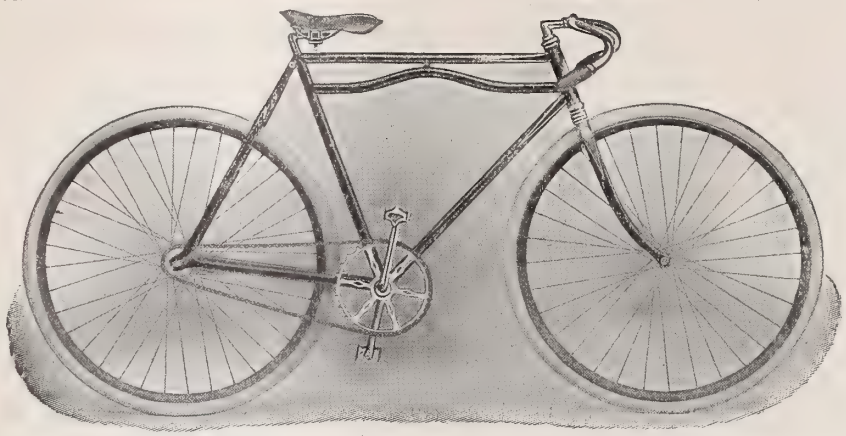
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Second. The New England Racer uses from 14 to 19 inches less chain than the average racing models. This is a big factor in racing, as a long chain is bound to swerve, and if not kept tight will jump the sprockets or catch on the top of a tooth and break. This is a frequent occurrence on board tracks. On the New England Racer the chain can be adjusted as loose as the rider desires without the least danger of jumping the sprockets or breaking.

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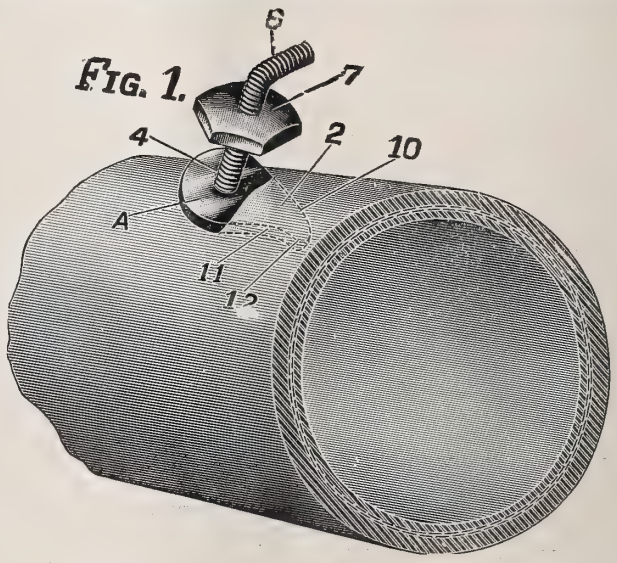
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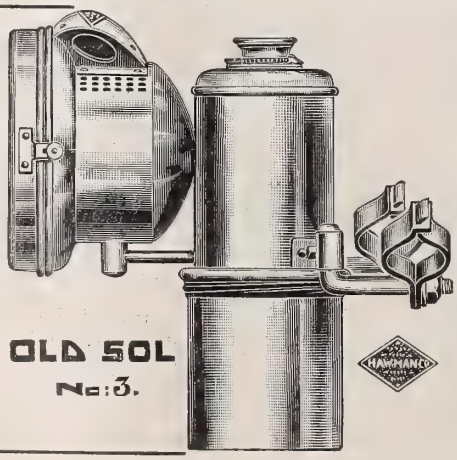
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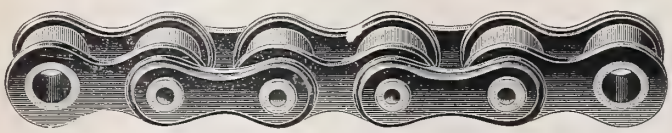
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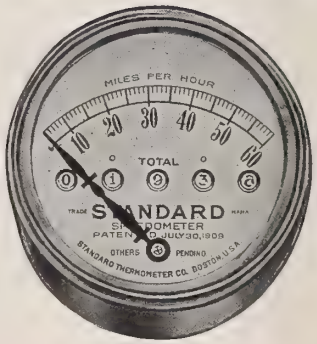
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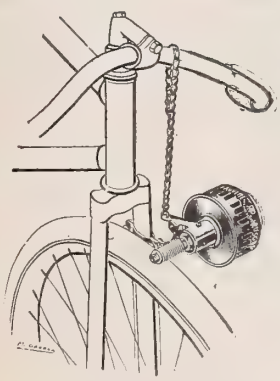
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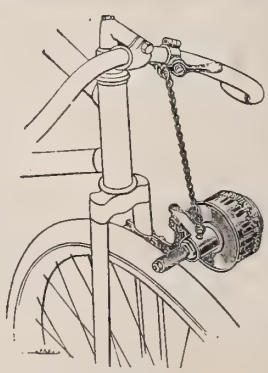
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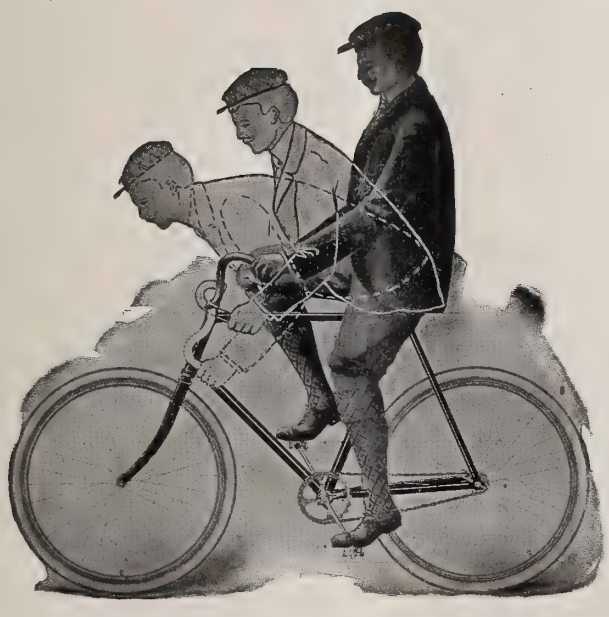
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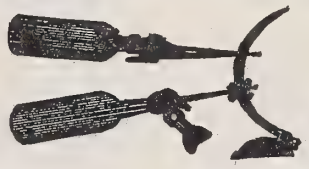
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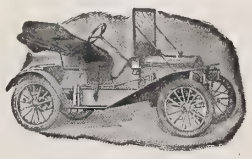
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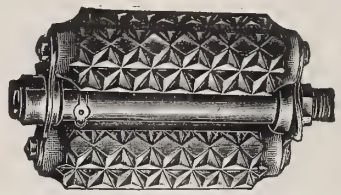


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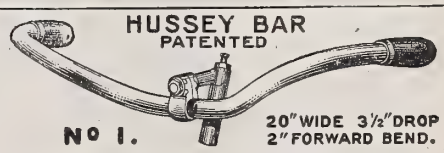
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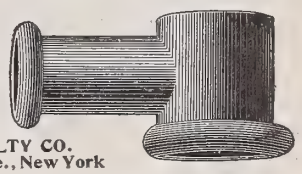
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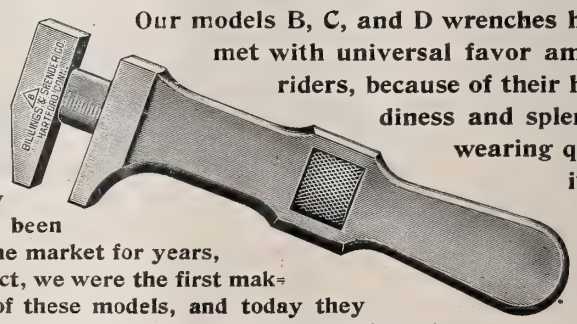
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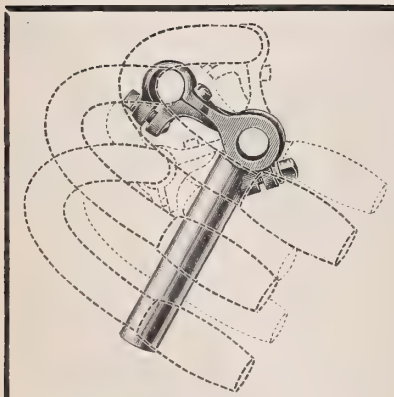
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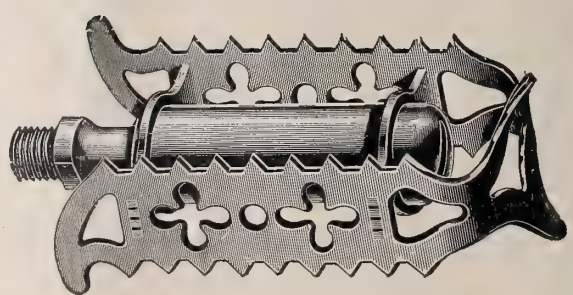


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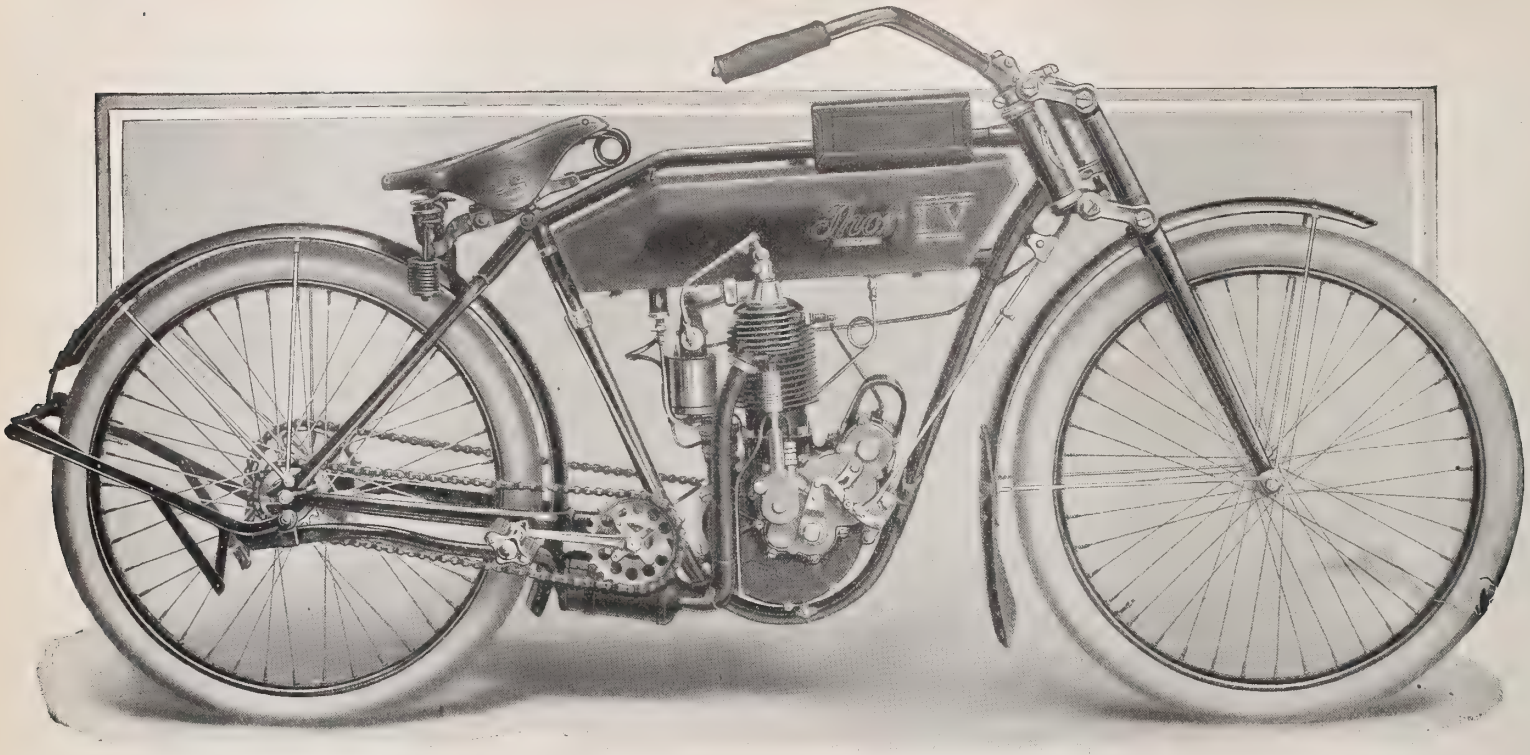


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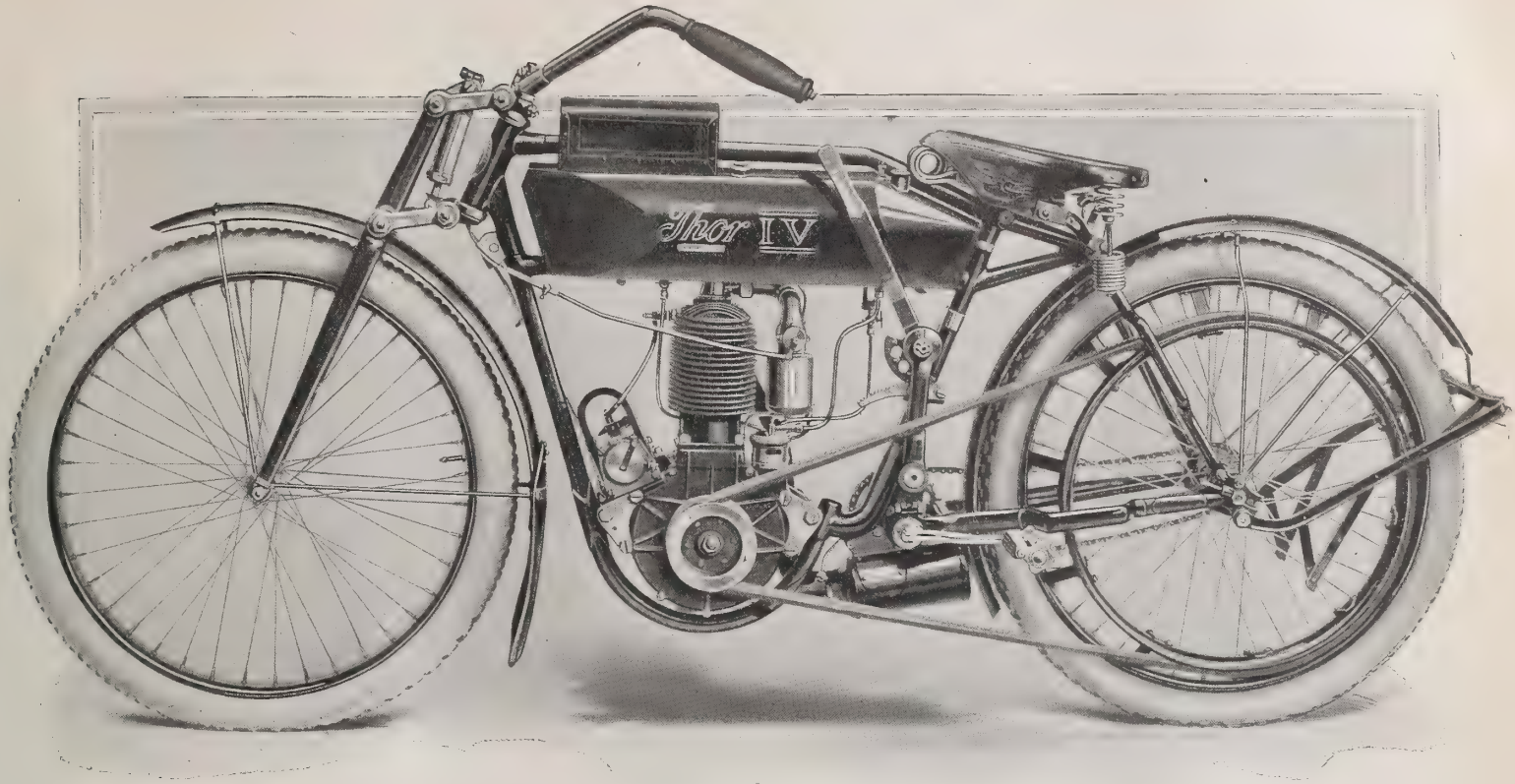
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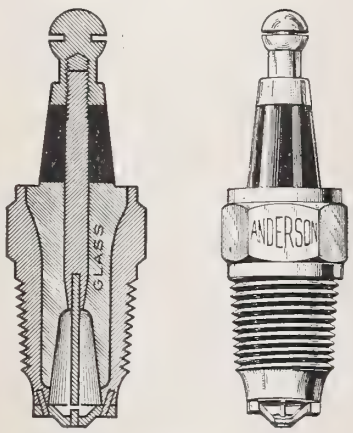
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ST. LOUIS.....3963-5 Olive St.
MINNEAPOLIS.....105 S. Tenth St.
SAN FRANCISCO.....Mission and Second Sts.
LOS ANGELES.....1207-9 S. Main St.
PITTSBURG.....6122 Centre Ave., East End
CINCINNATI.....807-9 Race St.
DENVER.....1633 Court Place
PORTLAND.....Seventh and Burnside Sts.
KANSAS CITY.....1329-31 Union Ave.
ATLANTA.....46 Auburn Ave.
HOUSTON.....1008 Walker Ave.
DALLAS.....2028 Commerce St.
SEATTLE.....602 E. Pike St.
TORONTO.....81 Adelaide St. West
MEXICO CITY.....Avenida Morelos No. 16
NEWARK, N. J.....31 New St.
SPRINGFIELD, MASS.....317 Dwight St.
PROVIDENCE, R. I.....200 Washington St.
ALBANY, N. Y.....35-37 Central Ave.
BROOKLYN, N. Y..Tollner Blk., cor. Bedford & Putnam Ave.
WASHINGTON, D. C.....1319 Fourteenth St. N. W.
RICHMOND, VA.....707 W. Broad St.
BALTIMORE, MD.....1417 N. Charles
ROCHESTER, N. Y.....57 Monroe Ave.
SYRACUSE, N. Y.....Cor. S. Salina and E. Onondaga
TOLEDO, OHIO.....710 Madison Ave.
DAYTON, OHIO.....7 W. First St.
COLUMBUS, OHIO.....188 E. Gay St.
LOUISVILLE, KY.....S. W. Cor. 3rd and Breckenridge
NEW ORLEANS, LA.....617 Baronne St.
JACKSONVILLE, FLA.....821 Main St.
INDIANAPOLIS, IND.....120 E. New York St.
MILWAUKEE, WIS.....132 Oneida St.
DES MOINES, IA.....307 Tenth St.
MEMPHIS, TENN.....229 Monroe Ave.
OKLAHOMA CITY, OKLA.....711 N. Broadway
SAN ANTONIO, TEX.....313 W. Houston St.
GRAND RAPIDS, MICH.....15-17 Park St.
SAGINAW, MICH.....815 Genesee Ave.
OMAHA, NEB.....215 S. 20th St.
PORTLAND, ME.....16 Forest Ave.
SAN DIEGO, CAL.....1260 Fourth St.
SACRAMENTO, CAL.....728 First St.
FRESNO, CAL.....K and Merced Sts.
SALT LAKE CITY, UTAH.....128 So. State St.
SPOKANE, WASH.
OAKLAND, CAL.

ANDERSON

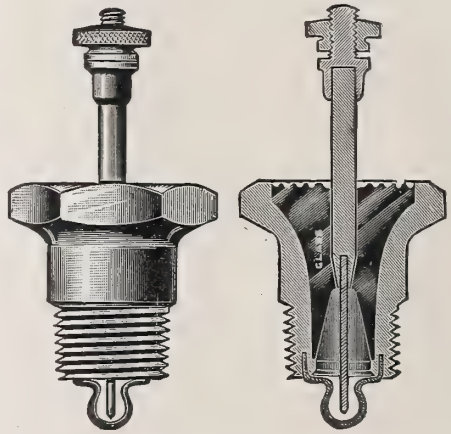
Glass-and-Steel Spark Plugs



Model B
Licensed Price, $1.50

"A Window to the Engine"

Glass Insulation, the Glass Being Welded to the Steel. Absolutely the Strongest, Most Enduring and Certain Plug on the Market, Although of Glass.



Model A
Licensed Price, $1.50

ANDERSON GLASS-AND-STEEL SPARK PLUGS now are offered in a new model with small diameter shell and a mica stem, for motorcycles where the larger shell of the Model A is not suitable. In presenting the Model B we do not withdraw the Model A, which has made good all the claims as to the glass insulation for spark plugs. The improvement exemplified in the Model B does not involve any essential point in the operation of the plug, but goes mainly to the form of the outer insulation of the central electrode or stem, to avoid the use of the larger shell necessary in the Model A.

The basic principle of glass insulation welded to the steel shell and central electrode into one integral mass still prevails, and the important function performed by the ANDERSON GLASS-AND-STEEL plug, in providing a window to the engine, is still maintained in the Model B, as the flash of the explosions is shown through the glass insulation, as in the Model A.

You may have heard of what wonderful service ANDERSON plugs performed for owners of twins, last year and the year before. There were many, many cases where no spark plug on the market except the ANDERSON would work for more than a few miles in the rear cylinder, while all ignition trouble from heat and carbon disappeared forever when the ANDERSON was fitted. We shall soon make special provision for riders whose engines require especially short plugs, both in the engine and at the stem. Dealers and jobbers in all parts of the country are now carrying ANDERSON GLASS-AND-STEEL spark plugs in stock, in all engine sizes.

ANDERSON SPARK-PLUG COMPANY, Washington, D. C.

Factory at No. 206 North Holliday Street, Baltimore, Md.

Capacity Experience

Steel RIMS

MOTORCYCLE
Single and Double Clinch—also Belt.

BICYCLE
Crescent and Drop Center.

AUTOMOBILE
Clincher, Q. D., Demountable and Channel.

AND

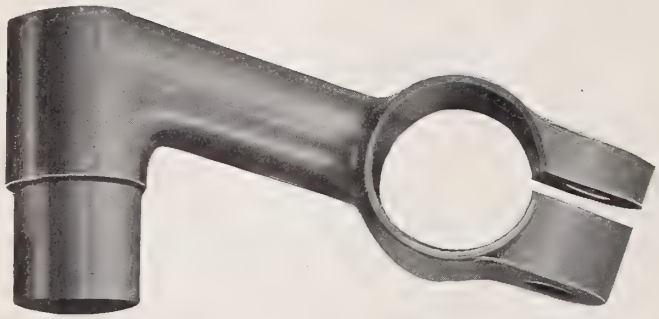
GUARDS

MOTORCYCLE AND BICYCLE
Raised Center and Crescent.

MOTT WHEEL WORKS, Utica, N. Y.
Manufacturers

R. B. ABBOTT SALES CO., Sales Agents
Majestic Bldg., Detroit

Quality Price







WE ILLUSTRATE, in full size, our New Extension Stem with Drop Forged Top and Tubular Lower Stem. After May 1st it will be furnished as our regular standard for this type of Stem. At our selling price this Stem unquestionably represents the best value ever offered the trade. We are headquarters for Seat Posts, Regular Adjustable Stems, and every known style and shape in Handle Bar Tops, comprising 120 different styles.

SPECIAL NOTICE

We shall add to our line July 1st a new Patented Bar of a very classy type. Its simplicity, construction and appearance will appeal to the trade. Any desired adjustment of Handle Bar Top position is afforded through Stem mechanism. Full details of this new creation will be available in ample time for early 1912 business.

CHICAGO HANDLE BAR CO.

SHELBY, OHIO

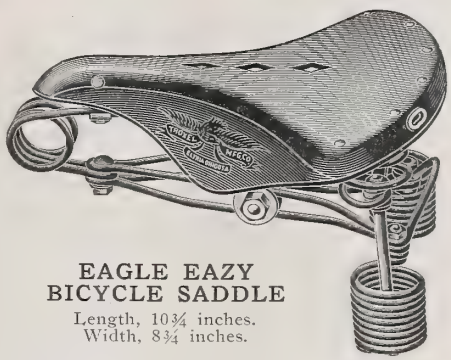
TROXEL BICYCLE SADDLES

THE ONE BIG BET
The Finest in the Land



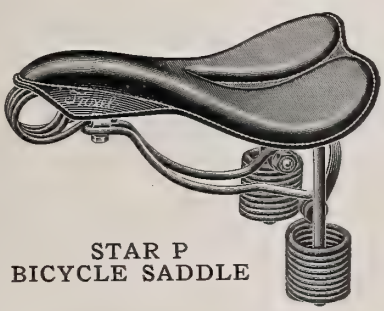
EAGLE CLIMAX
BICYCLE SADDLE
Length, 12 inches.
Width, 9½ inches.

They Are Stylish and Made of the Best Material. They Carry Out the Fine Lines of the Bicycle.



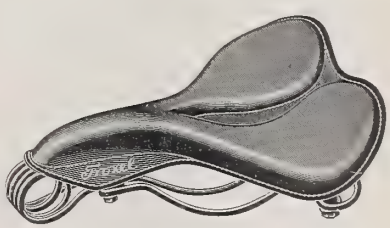
EAGLE EAZY
BICYCLE SADDLE
Length, 10¾ inches.
Width, 8¾ inches.

Yes, they are very classy, these Bicycle Saddles that Troxel make, and that is the reason they are so popular. If a rider once uses a TROXEL he will never change. You can't blame him, he wants THOSE QUALITY SADDLES.



STAR P
BICYCLE SADDLE

Troxel Makes a Saddle to Suit Every Purse, So Be With the Leaders and Ride a Troxel.



STAR U BICYCLE SADDLE

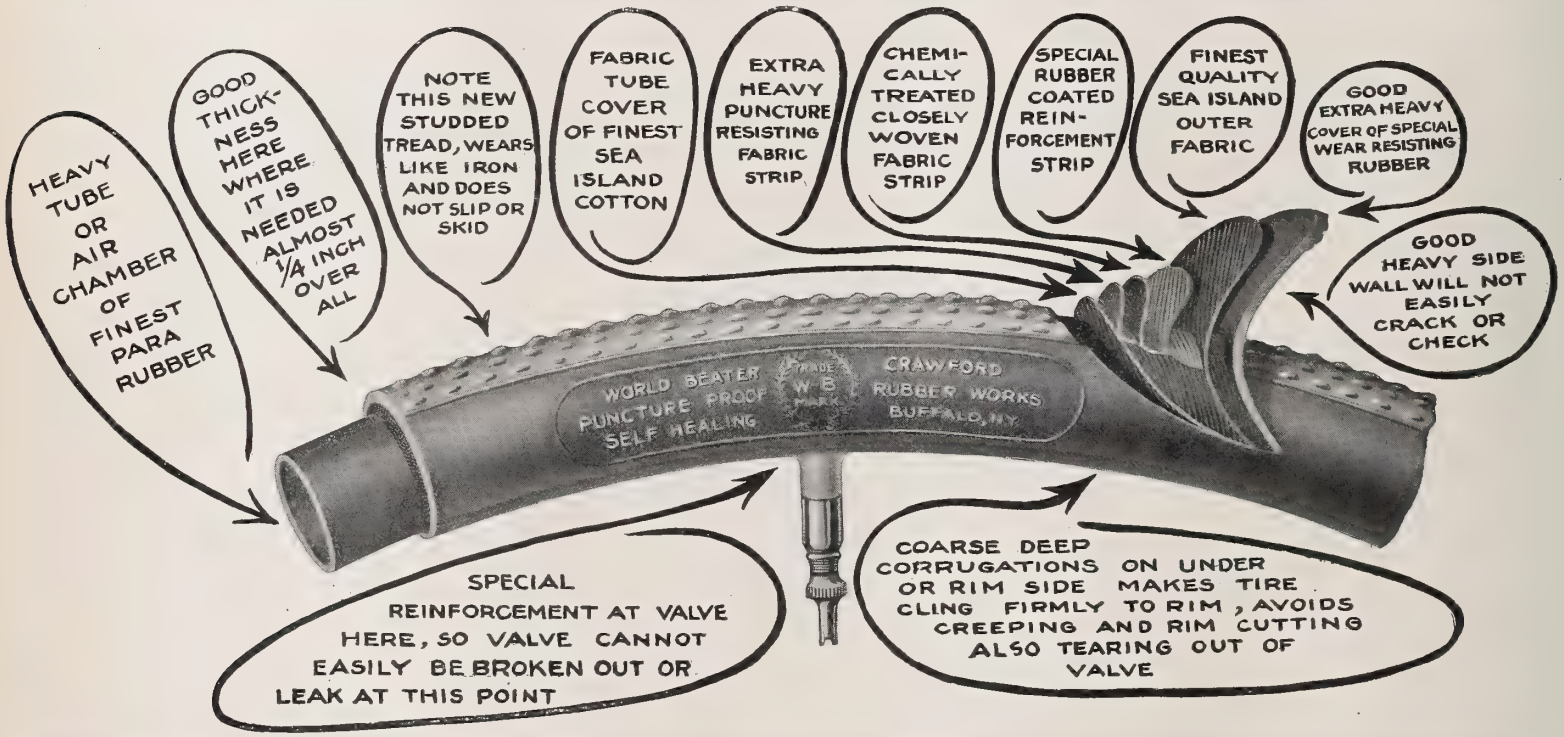
These same Troxel Saddles lead the long procession. Why not fall in line and ride a saddle that is made by the oldest and largest manufacturer of saddles today?

THE TROXEL MANUFACTURING COMPANY
Elyria, Ohio, U. S. A.

You'll Lose Your Eyesight Looking for a Tire to Beat Our New

"WORLD BEATER"

Puncture Proof Self Healing



A HEAVYWEIGHT, splendid road tire, with new studded or button tread, that will satisfy 95 per cent. of the average riders. Every tire treated by a patented process with Genuine Neverleak Tire Fluid. Neverleak Tire Fluid has been on the market for a good many years and has made hosts of friends amongst users and repairers of single tube bicycle tires. It is purely a vegetable compound, and is guaranteed not to be harmful to rubber, but on the contrary, as a preservative, and for closing up small leaks and punctures, has no equal. Small punctures from tacks, pins, nails, glass, stones, etc., close up automatically without even the rider's knowledge. Every experienced tire user knows that these small punctures have always caused endless worry and annoyance to riders. Don't compare the "World Beater" Tires with some of the cheap, trashy tires filled with gum arabic, glue size, paste, etc., that are offered by some of the mail order houses. Some of these look beautiful on paper, but when the tires are put in service, they wear and ride more like a common piece of garden hose. "World Beater" Tires are strictly a quality proposition, and are fully guaranteed in every way that is fair and reasonable.

We want a good, live, hustling dealer in your locality.

Our list price is $8.00 per pair, subject to our usual discount, but we have an inside proposition where a dealer will agree to push them.

Here is a good one. Get in line at once. Let us send you sample pair at our lowest inside price.

Don't fail to ask for our 1911 Bargain Bulletin, also Catalogues 36-7-8.

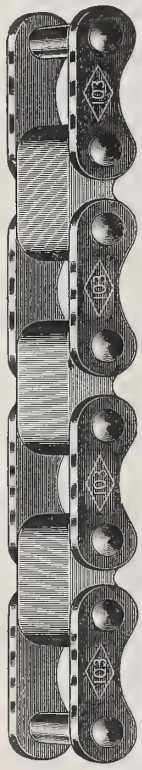
JOSEPH STRAUSS & SON, Buffalo, N. Y.

DIAMOND CHAINS

FOR BICYCLES AND MOTORCYCLES



Diamond Bicycle Chains are too well known to need much mention. Their superiority has long been acknowledged by general use and as standard on prominent machines in this and other countries. Our types and sizes meet every service condition. With a good service record extending over twenty-one years and with the most practical connecting link ever offered, Diamond Chain is the logical equipment for any bicycle.



Diamond Motorcycle Chains are equally dependable, do their work right in bad weather as well as good, and are in every way a mighty good investment in a place where it pays to be careful. A driving chain especially, is subjected to jerking strain from the engine blows, and this with the dirt that gets on the bearing surfaces would wear inferior chain metal in short time.

We recommend the following for motorcycle work:

For main drive, Diamond No. 150 Roller Chain.

For starting, Diamond No. 29 Block Chain.

These chains will be found highly satisfactory. Of course, we make other sizes for special conditions. Better start with Diamond Chains than come to them later. Ask your dealer.

DIAMOND CHAIN AND MFG. CO.

141 W. Georgia Street TRADE ◇ MARK Indianapolis, Ind.

CAPACITY 8,000,000 FEET PER YEAR

LIVE WIRES

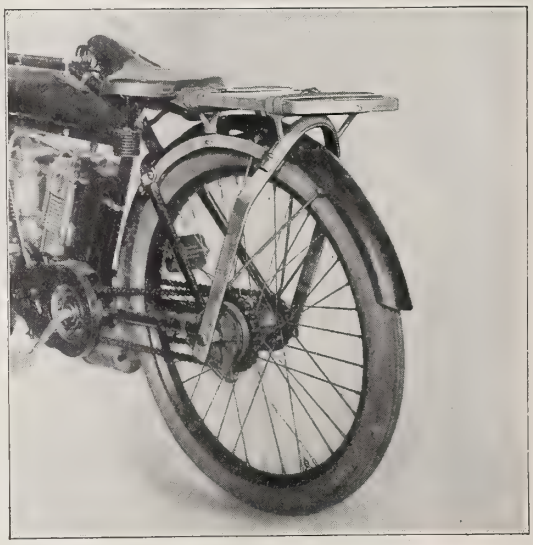
WANTED TO HANDLE THE ERO LINE OF MOTORCYCLE EQUIPMENT

We want every Motorcycle Dealer and Rider to have one of our catalogs; it is necessary for you to have it to keep abreast with the times, because we only handle the real up-to-the-minute supplies that you are looking for.



Ero Passenger Attachment will fit any motorcycle; made of 1¼″ x ¼″ high quality spring steel, highly nickel-plated. Complete equipment includes Troxel motor saddle, spring foot rests, handle bar, dust guard and set of axle nuts. Has low, comfortable saddle position and looks well on any motorcycle.

These attachments will fit any motorcycle built that has round wheels!



Ero Luggage Carrier will fit any motorcycle; made of 1¼″ x ¼″ high quality spring steel, highly nickel-plated. Top is of ¾″ channel iron, fitted with stained oak; equipped with two 40″ straps with patent catch buckles, and two Ero axle nuts. Guaranteed to carry any weight and not damage baggage, as top is smooth, flat surface.

We also have passenger attachments that are used with our luggage carrier, which we will furnish at a small extra charge, either front or side riding position.

Dealers! Get busy with us; we are on the job to fill your wants and orders. Remember, EVERYTHING for the motorcyclist! Passenger attachments, luggage carriers, belts, either flat or V type, waterproof belt dressing, pulley laggings, pedals and pedal rubbers, magneto cut out, spark plugs, watch holders, pedal pins, motorcycle stands, frame pumps, rear wheel dust guards—in fact, anything and everything you need.

We guarantee our prices to be the lowest and the goods supplied of HIGHEST QUALITY. You'll save money buying your supplies of us—other dealers do.

WRITE TODAY FOR OUR CATALOG—
It is absolutely necessary you should have one FREE

ERO MANUFACTURING COMPANY

Ero Bldg., Corner Jackson Boulevard and Jefferson Street, Chicago

FACTS ARE THE PROOF OF THE SUPERIORITY OF

Mesinger Saddles

Largest Manufacturers of Motor Saddles

LARGEST ASSORTMENT

Only Saddles with Patent Shock Absorbers

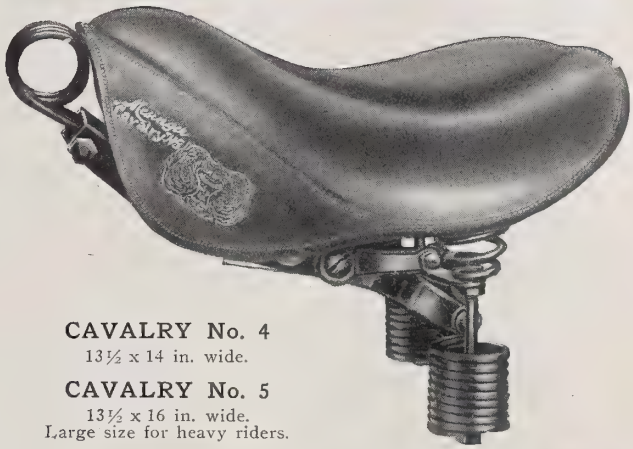
Only Correct Spring System for a Compound Spring Saddle, preventing breaking of Springs. Correct Shape of Top with Narrow Pommel.

Almost Every American Motorcycle Manufacturer Uses Mesinger Saddles

C. V. S.	Optional
Emblem	Part Equipment
Excelsior	Optional
Merkel-Light Motor Co.	Standard Equipment
Harley-Davidson	Part Equipment
Hendee Mfg. Co. (The Silent Indian)	Standard Equipment
American Motor Co. (M. & M.)	Standard Equipment
Marvel Motorcycle Co.	Standard Equipment
Minneapolis Motorcycle Co.	Part Equipment
N. S. U.	Part Equipment
Peugeot	Standard Equipment
Pierce Cycle Co.	Standard Equipment
Miami Cycle & Mfg. Co. (Racycle)	Part Equipment
Reading Standard Co.	Part Equipment
Reliance Motorcycle Co.	Standard Equipment
Wagner Motorcycle Co.	Part Equipment
Greyhound Motor Co.	Standard Equipment

MOTTO:

"Ask the Rider and Watch Him Riding"

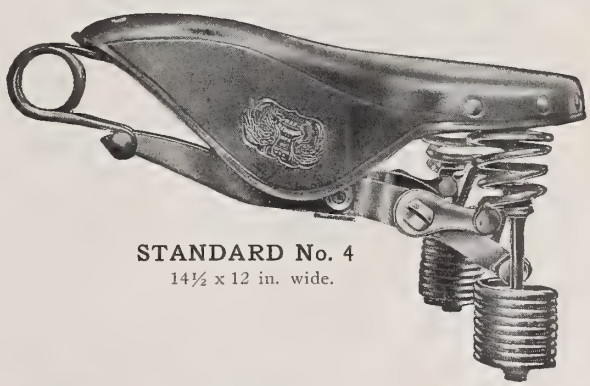


CAVALRY No. 4
13½ x 14 in. wide.

CAVALRY No. 5
13½ x 16 in. wide.
Large size for heavy riders.



CAVALRY No. 3
15 x 12 in. wide.



STANDARD No. 4
14½ x 12 in. wide.



The Patent Fibre Friction Shock Absorber, saving the rider and machine from disagreeable jolts.

H. & F. MESINGER MFG. COMPANY

1801-1807 First Avenue **NEW YORK**

KELLY-RACINE BICYCLE TIRES

are sold to dealers, by jobbers and bicycle manufacturers only. They are winners.

THE product of the Kelly-Racine Rubber Co. is made in the most modern tire factory in the world, designed, built and just completed for the express purpose for which it is employed; and Kelly-Racine tires are made under the supervision of men who have made the making and selling of tires a life-work, and who take pride in their product.

The leading jobbers and bicycle manufacturers have already demonstrated their faith in us by the placing of orders, and we pledge our word that faith will be justified.

Kelly-Racine tires will cut considerable figure in the tire world, and now is the time to make connections that are bound to be profitable.

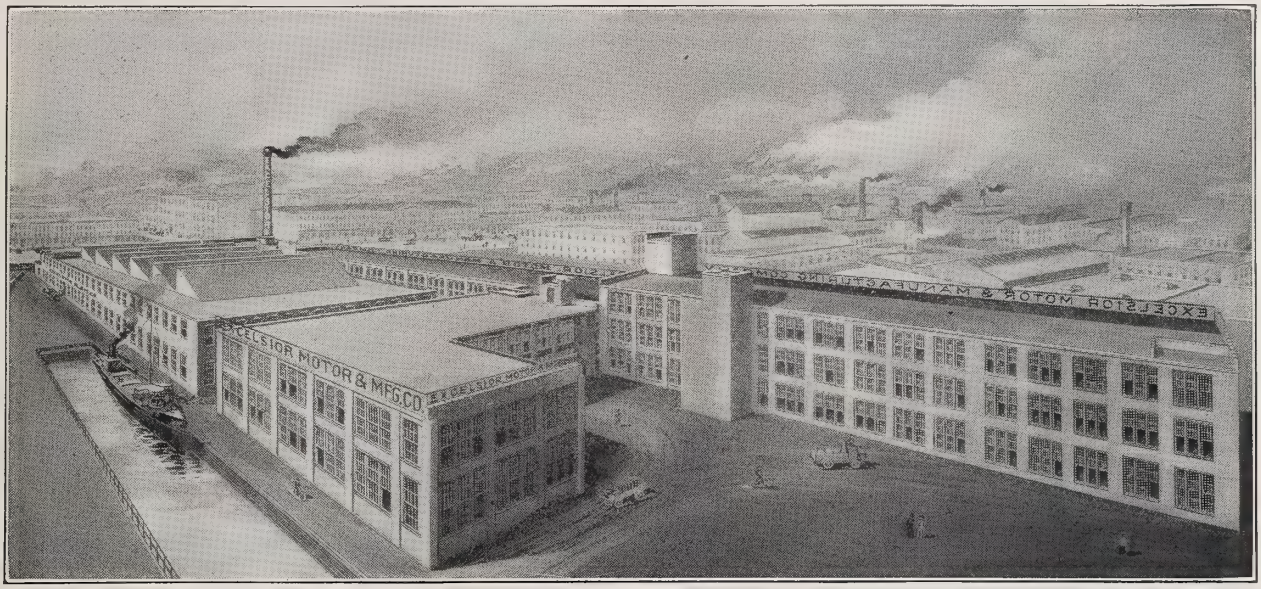
Kelly-Racine Rubber Company
RACINE, WIS.

KELLY-RACINE MOTORCYCLE TIRES

are not over-grown bicycle tires but are made with the same care and by the same processes as the best of motor car tires. They have life, are long-lived and will prove thoroughly satisfactory in service.

The Factory Behind the Product

A strong plant is never grown in barren soil and the quality of any product is dependent upon the facilities for its manufacture.



The factory producing the

EXCELSIOR AUTO-CYCLE

is beyond question the most thoroughly equipped and complete motorcycle factory in the world.

With the buildings just finished, the total floor space is slightly over 190,000 square feet and the machinery and equipment is the best obtainable.

A comparison of these facilities with those of factories with a limited product or building only a part of the machine will clearly indicate one of the reasons for

EXCELSIOR SUPERIORITY

Three models for 1911—two Singles and a Twin. All described in Catalog C-11. Write for it today.

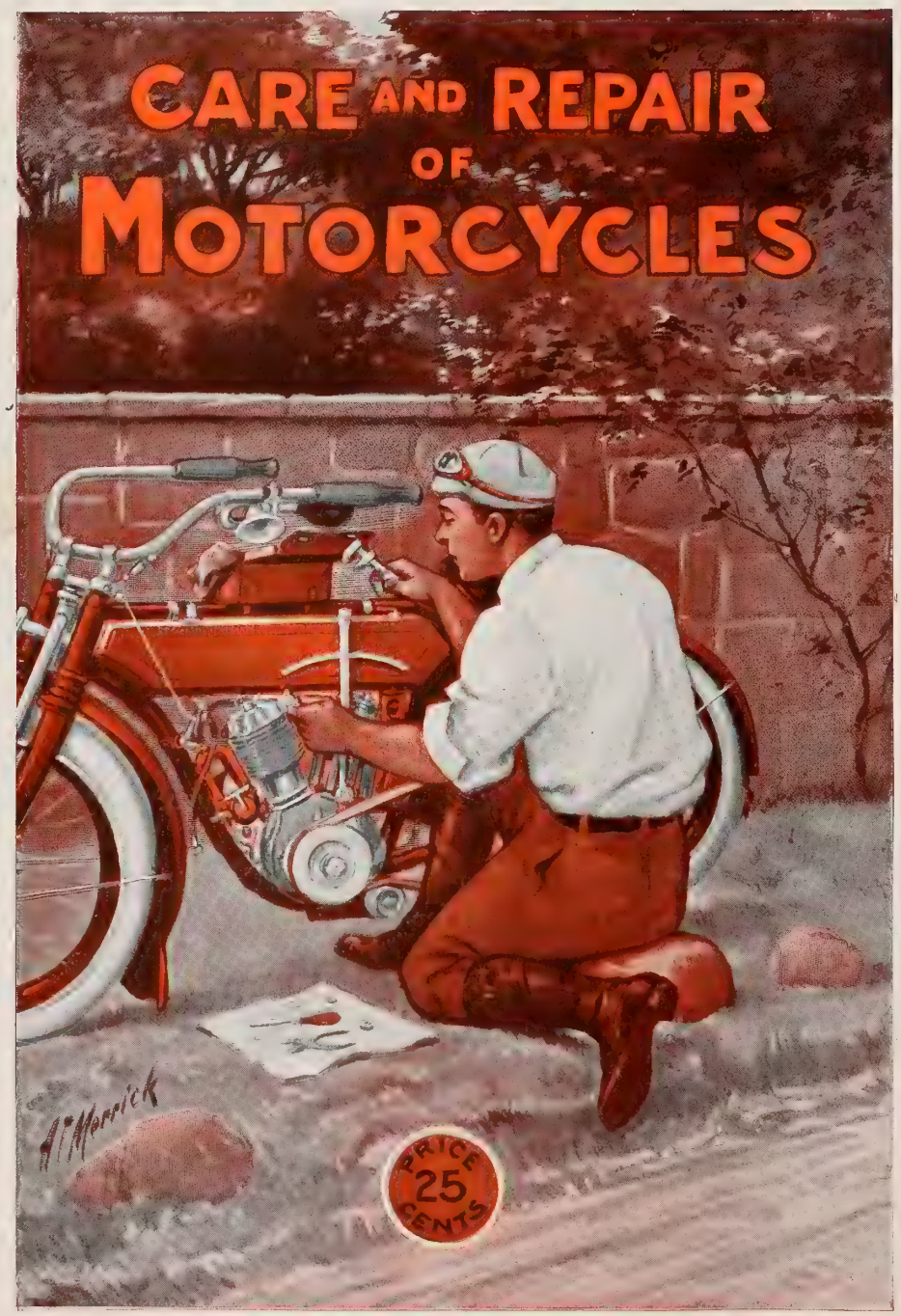
EXCELSIOR SUPPLY COMPANY

400 W. Randolph Street CHICAGO, ILLINOIS

San Francisco Branch—361-363 Golden Gate Ave.
Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.

You want this book and need it a thousand times more than you need the 25 cents it costs!

It's the treasure book of the motorcyclist and you don't have to go far to find someone who will tell you how good previous editions



have been. But now there is a new, 1911 edition, revised and enlarged so that it includes free engine clutches, two-speed gears, mechanical lubricators and magnetos, together with special matter on motors, valves, carbureters, fuel and important general subjects, all plentifully illustrated.

Dealers and jobbers in all parts of the country are selling "Care and Repair of Motorcycles" to new riders and to veterans as the best aid in correcting and avoiding motorcycle trouble. Ask your dealer about it, or send a quarter to us for a copy to be sent you postage prepaid. It is brimful of practical advice and suggestions relating to every type of motorcycle.

Dealers' and jobbers' quantity orders filled in the order of their receipt. Electrotypes for catalogs supplied on request.

THE BICYCLING WORLD CO.
914 TRIBUNE BUILDING
NEW YORK CITY

Indian

SPRINGFIELD, MASS., home of the Indian motocycle, may properly be called the cradle of the motocycle industry—now grown to giant proportions—with a future looming large before it. There it was that the Indian motocycle was born, nurtured, tenderly watched over and cared for and there it is today that the Indian, grown to fullest stature, proudly yet gratefully receives the homage and tribute of the civilized world.

¶ The Indian is the pioneer; its makers, The Hendee Manufacturing Company, are now the largest makers of motocycles in the world.

¶ **The Indian Free Engine Clutch,** "the clutch with a thousand speeds," which enables the operator to handle a motocycle as he would an automobile, is one of the most important contributions to the perfection of the machine.

¶ The story of the Indian is practically the history of the American motocycle. Every important record, amateur and professional, has been made and broken by the Indian; every hill-climb, every endurance contest, every big event—on track and road—bears witness to the matchless prowess of the peerless Indian.

¶ The recent record of more than 83 miles in one hour is a crowning triumph and speaks volumes for the speed, durability and absolute dependability of the marvelous Indian. How it is intrenched in the hearts of the public, the demand overwhelming our utmost resources and swelling with each day, amply testifies.

¶ In the following pages are shown some interior views of the Indian factory, which will convey some idea of the scale of our operations, and of the uniform and scientific accuracy with which the Indian is built.

¶ **Every Indian is exactly like every other Indian of the same model.**

¶ Herein is the secret of the consistent performances of the Indian. Every operation is mathematically exact, every part interchangeable and the whole assembled, tested and inspected under the most careful scrutiny.

¶ In the opinion of those best able to judge, the Indian motocycle is the most marvelous machine yet made for the transportation of man.

The Hendee Manufacturing Company

SPRINGFIELD, MASS.



LATHE DEPARTMENT



AUTOMATIC SCREW MACHINES



FLAT HEAD TURRET LATHES

THE plant of The Hendee Mfg. Co., at Springfield, Mass., has been practically doubled since last year. The enlarged factory has over three acres of floor space and can produce 20,000 Indian motocycles a year if pushed to night and day production, while the normal production is 10,000 machines per year, the number planned for 1911.

¶The building is in the shape of a letter "V." The new portion that has been added is 264 feet long and five stories high, with a concrete cellar for storage. The central portion of the building consists of joined ends of the two wings where they come together in the V. In addition to giving more room and increased facilities to every department, the added structure has made possible a greatly enlarged experimental department, a feature which has held a prominent

place in the Indian factory since its establishment. All the new and original features of the Indian are built and thoroughly tested in the experimental department before being offered on the market.

¶The company has over 1,000 agents, and maintains distributing branches in Chicago, San Francisco and London.

¶There are over 20,000 Indian motocycles in the hands of private owners today, many of the machines seven or eight years old. Since 1902 the Indian motocycle has from year to year developed steadily with new improvements and refinements, and the year 1911 is marked by the production of the Indian motocycle with the free engine clutch, an improvement of so radical and important a nature as to revolutionize the motocycle as a vehicle of sport and for utility.



ASSEMBLING ENGINES



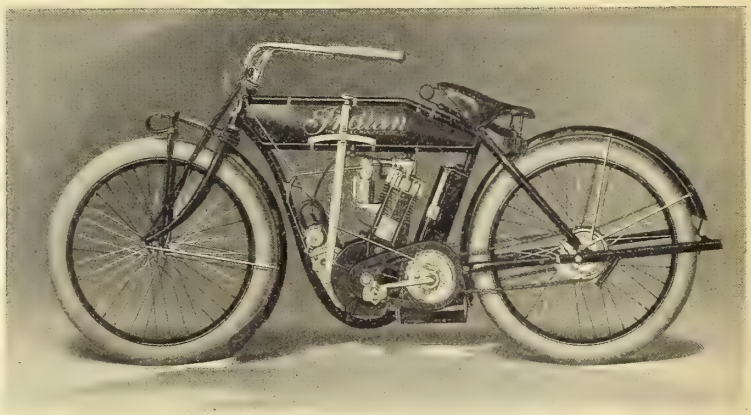
INSPECTION DEPARTMENT



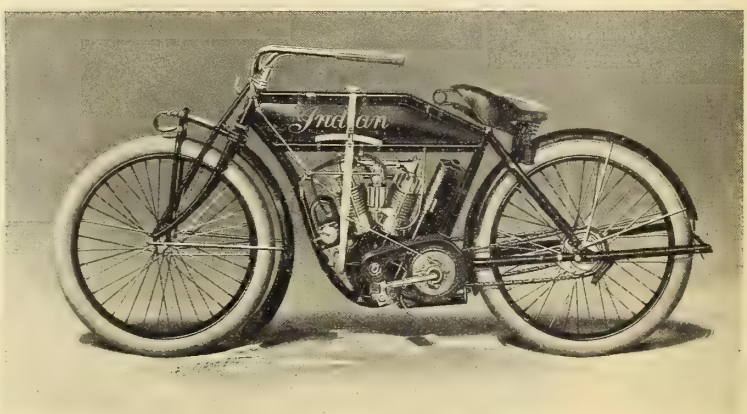
PARTIAL VIEW OF OFFICE

Indian

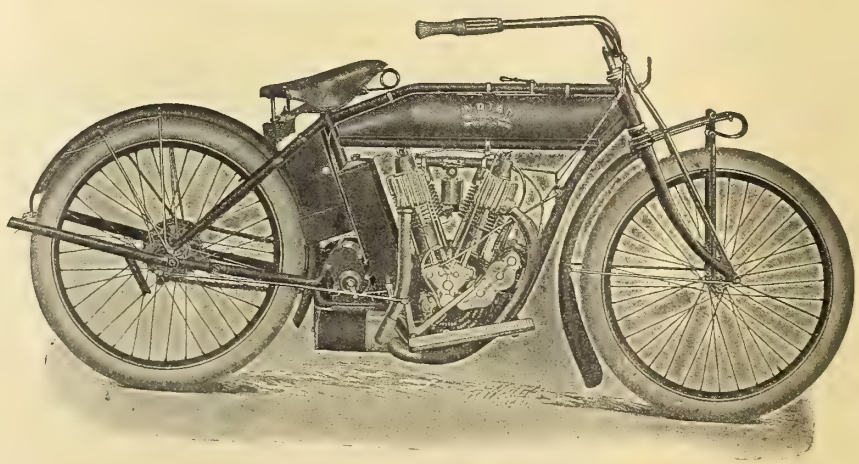
AGENCIES EVERYWHERE



4 H. P. Single Cylinder with Clutch.



5 H. P. Twin Cylinder with Clutch.



7 H. P.—60-92 with Two-Speed.

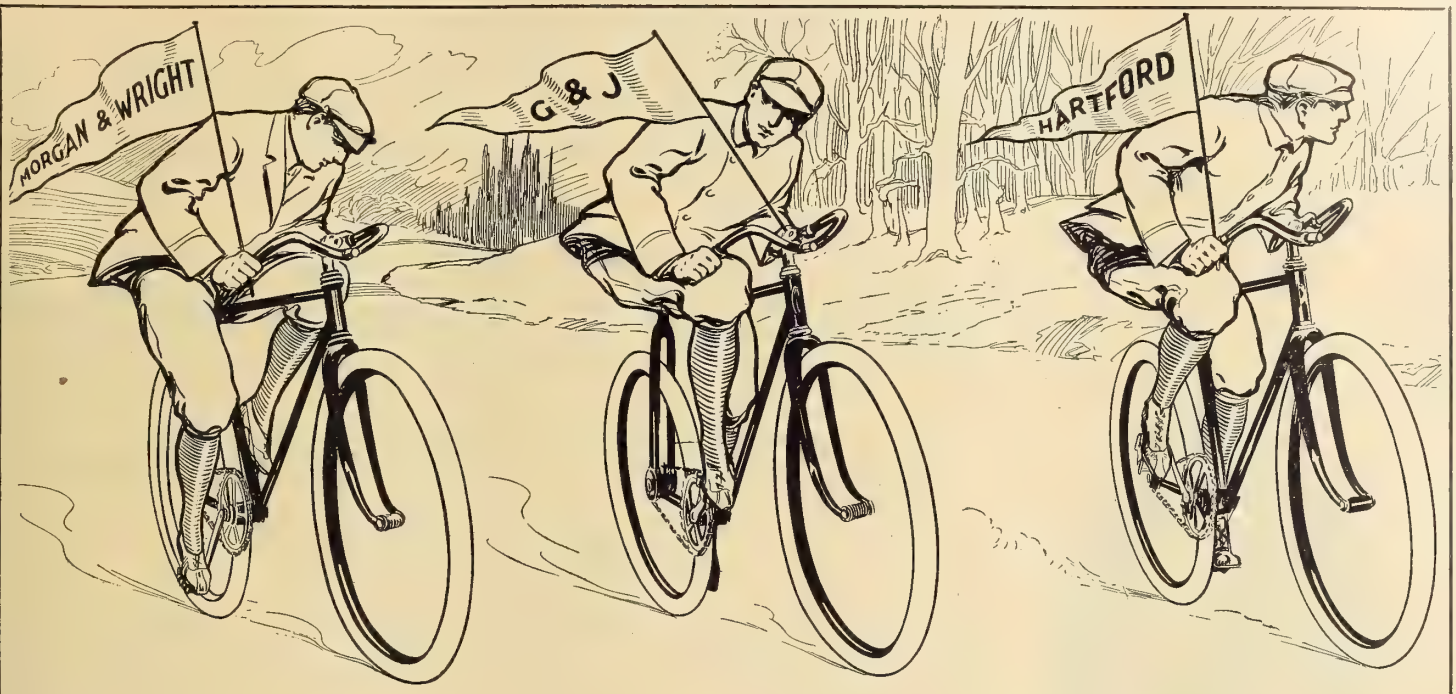
SEND FOR 1911 CATALOGUE

THE HENDEE MANUFACTURING CO., Springfield, Mass.

Chicago Branch
1251 Michigan Boulevard

Pacific Coast Branch
234 Van Ness Avenue, San Francisco

London Depot
178 Gt. Portland Street



United States Bicycle Tires

HARTFORD—G & J and MORGAN & WRIGHT Brands

Are the Bicyclist's Favorite Tires

There never has been a time when these tires did not hold first place among the bicycle tires of the world.

Last year's sales exceeded the sales of any year since the bicycle was introduced.

Our contracts today show conclusively that the sales this year will be even greater.

No other tires have ever approached the popularity of these three brands.

The rider can buy these famous tires at the same price he is asked to pay for other brands.

Every dealer in Bicycle Tires throughout the country will share in the increased sale.

WE ARE READY TO SHIP YOUR SPRING ORDER

UNITED STATES TIRE COMPANY

Broadway at 58th Street **NEW YORK**

UNITED STATES TIRES

UNITED STATES TIRES

America's Predominant



MORGAN & WRIGHT Brand

NOBBY TREAD

A tire which gives to the motorcyclist all the protection against skidding and drive-slipping which tire chains have heretofore given to the motorist. In actual service, it has proved to be the closest approach to an absolutely non-skid motorcycle tire yet devised.

BAILEY TREAD

Many a race and track record has been won on the Bailey Tread motorcycle tire. The rubber projections detract not a whit from the speed, but keep to the track where other tires might veer.



MORGAN & WRIGHT Brand

Furnished in Nobby, Corrugated, Basket Weave and Bailey Treads

SINGLE OR DOUBLE CLINCH RIMS

UNITED STATES TIRE COMPANY

Broadway at 58th Street **NEW YORK**

UNIFORMLY SUPERIOR TIRES

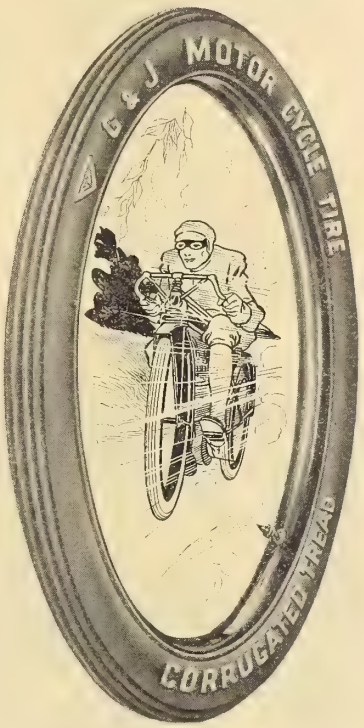
UNITED STATES TIRES

Motorcycle Tires

G & J Brand

CORRUGATED TREAD

The first motorcycle tire produced, the Corrugated Tread still maintains its place as the most popular for general use. Made well and wears well.



BASKET WEAVE TREAD

An excellent tire for city riding. Its specially designed tread obviates slipping, still affording a resilient, speedy tire.



G & J Brand

Furnished in Corrugated, Basket Weave and Bailey Treads

SINGLE OR DOUBLE CLINCH RIMS

UNITED STATES TIRE COMPANY

Broadway at 58th Street **NEW YORK**

UNIFORMLY SUPERIOR TIRES

UNITED STATES TIRES

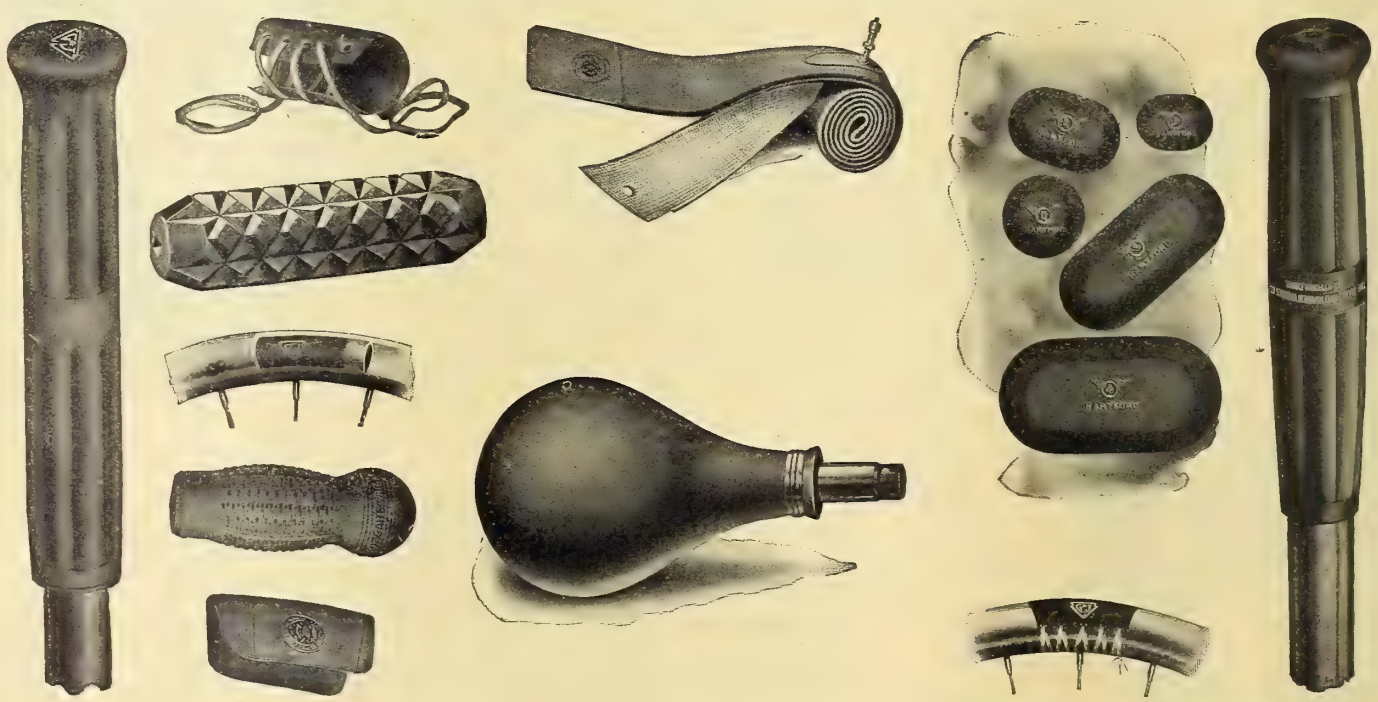
Like United States Tires

UNITED STATES SUNDRIES

Are Good Sundries

Everything in the sundry line for bicycles and motorcycles that a tire manufacturer can make we can furnish you.

HARTFORD G & J and MORGAN & WRIGHT



The up-to-date dealer carries a Complete Stock on hand at all times

UNITED STATES TIRE COMPANY

Broadway at 58th Street NEW YORK

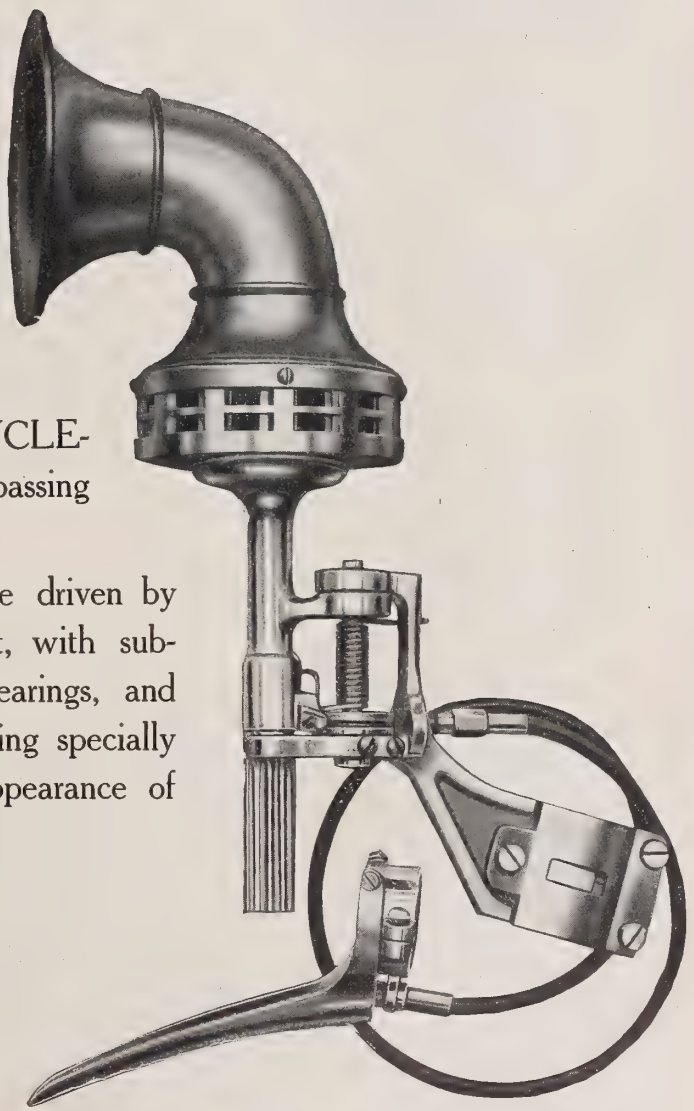
UNITED STATES TIRES

THE CYCLEPHONE

A Siren of Automobile-horn Power Designed for Motorcycle Use

The CYCLEPHONE is to motorcycles what the well-known SIRENO is to automobiles—a powerful long range signal, which reaches the dozing teamster or careless buggy driver hundreds of yards ahead, and is instantly effective to gain its user a clear way.

The siren's rising and falling tone is never mistaken for any other sound; it means only one thing—"Room to pass, please!" The CYCLEPHONE'S high note is a piercing scream, surpassing in volume that of most automobile horns.



The CYCLEPHONE has an air turbine driven by friction from the front tire. It is solidly built, with substantial cast bracket and base, good ball bearings, and carefully-worked-out Bowden wire control. Being specially designed for motorcycles, it enhances the appearance of the machine.

Sold by all good dealers.

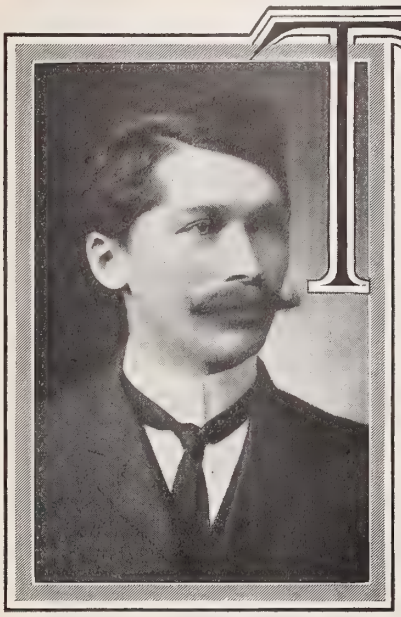
Price $12.00.

State make and model of motorcycle when ordering.

1240 Taylor Building
NEW YORK

THE SIRENO CO.

ELECTRIC WARNING SIGNALS AND ACCESSORIES



THE MAN BEHIND THE FACTORY

MR. GEO. WAGNER

America's Pioneer Motorcycle Manufacturer
Designer-Manufacturer
Mechanical Engineer

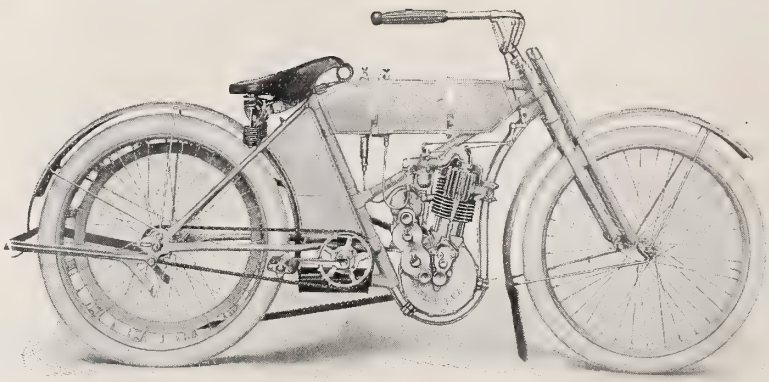
1901 TEN YEARS OF QUALITY 1911

The Factory Behind The Machine

¶ A SOUND MANUFACTURING AND SELLING ORGANIZATION—TEN YEARS OLD.

¶ A FACTORY, MODERN IN EVERY RESPECT, DEVOTED TO THE MANUFACTURE OF MOTORCYCLES EXCLUSIVELY.

¶ CONDUCTED UNDER THE PERSONAL SUPERVISION OF A MECHANICAL ENGINEER WITH 18 YEARS EXPERIENCE IN THE MANUFACTURE OF BICYCLES AND MOTORCYCLES.



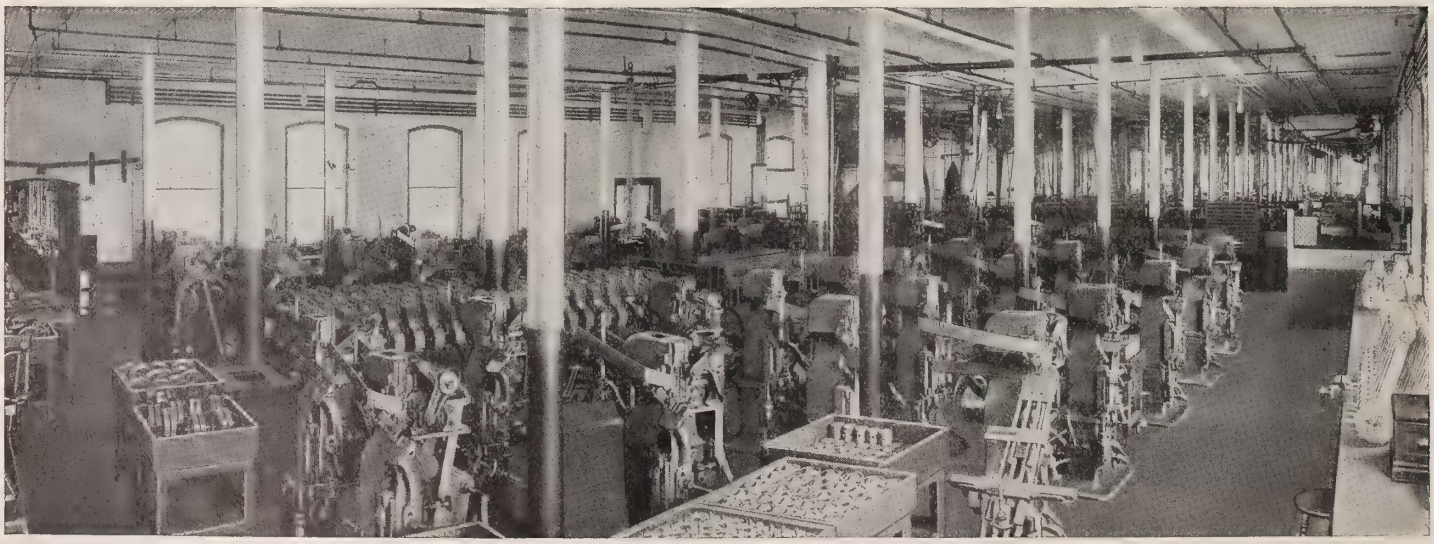
THE MACHINE

'4'-'11' Models
BATTERY
OR
MAGNETO
V OR FLAT BELTS

Ask for Descriptive Catalog B

Wagner Motorcycle Company

ST. PAUL, MINN.



THIS BATTERY OF UP-TO-DATE AUTOMATIC MACHINES INSURES ABSOLUTE ACCURACY TO EVERY WAGNER PART.

Built So They Won't Jar You

PIERCE

MOTORCYCLES

Every Season The Lightning of Success Strikes Somewhere. This Year It Has Struck THE PIERCE

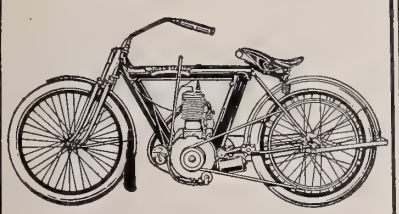
YOU ask why and the answer is simple. Every 1911 Pierce agent and every rider is more than satisfied with his mount. This over-plus of satisfaction is due to the superiority of the Pierce over every other motorcycle on the market. We do not claim equality with the best but insist that Pierce motorcycles are actually superior to all other motorcycles. Strong claims, to be sure, but we can back them up on the road—over hills, rough or smooth country, anything, anywhere. We challenge all competition. The Discriminating 1911 rider will insist upon riding either a single cylinder or a four cylinder Pierce.

¶ The merits of our product are thoroughly exploited in catalog "A" copy of which will be gladly sent on request.

¶ There is no agency so valuable as the Pierce. If you are a dealer in unoccupied territory, ask for our proposition "The Agency That Pays."

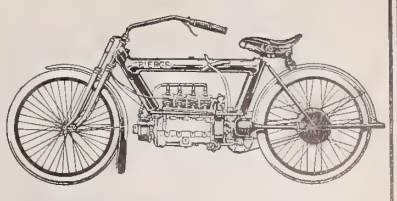
THE SINGLE CYLINDER

The Pierce Single is the best single cylinder motorcycle on the market. In speed, in hill climbing, in smooth easy riding, in longevity, in everything, the Pierce runs away from all competition. (Now we know all this for an absolute surety, as we have just completed tests with the Pierce single in Pittsburg against every prominent 1911 single, and the Pierce took all the laurels.) Riders of the Pierce Single are "knee deep in clover" when it comes to testing the other fellow!



THE FOUR CYLINDER

The acknowledged superiority of this model is such that we need to say nothing concerning its wonderful attributes. Suffice to remark that no where is there built a motorcycle which even assumes to do what can be done by the four cylinder Pierce. At its price it offers more value for one's investment than any other motorcycle on the market.



The Pierce Cycle Co.

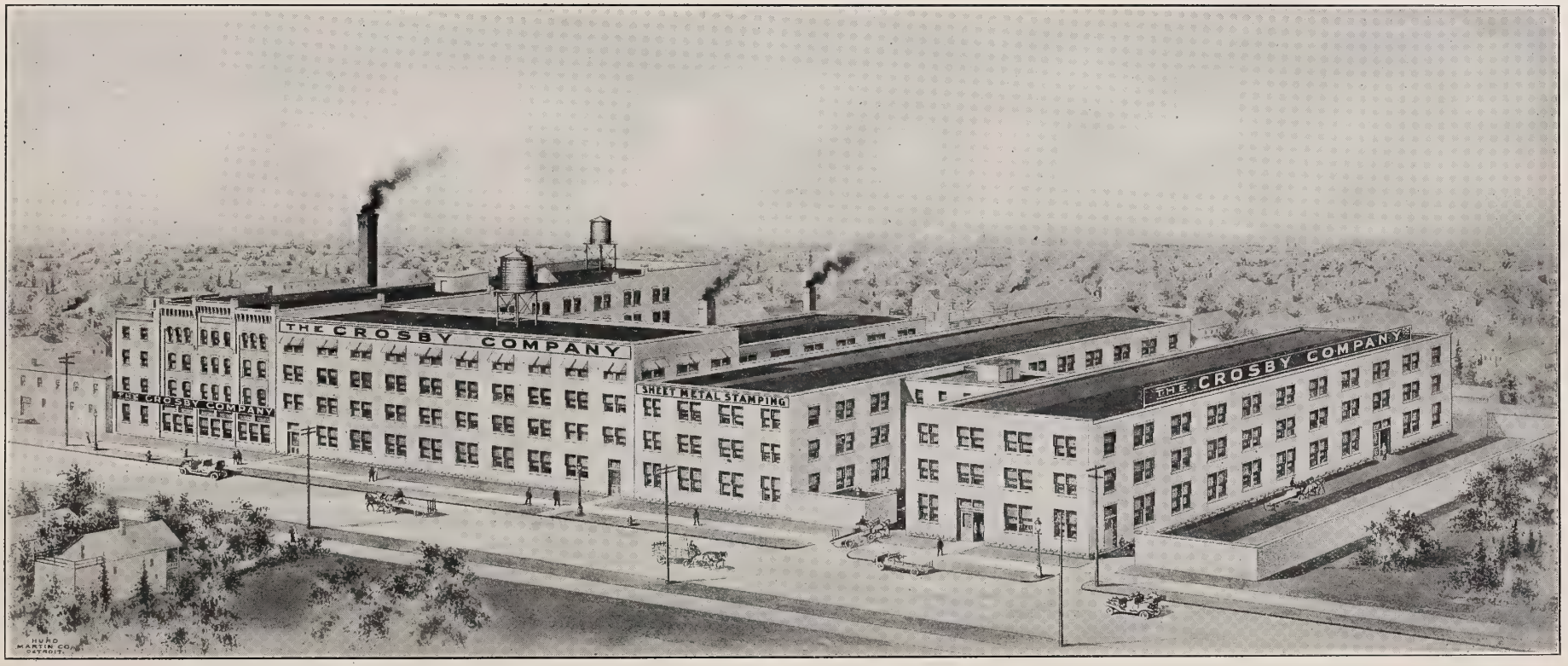
BUFFALO : : NEW YORK

Pacific Coast Branch—Oakland, Cal.

The Largest and Best Equipped Factory in the United States for the Manufacture of

Automobile, Motorcycle and Bicycle Parts

FROM SHEET METAL



Estimates Given on All Kinds of Special Stampings.
OUR MOTTO—"Quality and Prompt Delivery.

THE CROSBY COMPANY, Buffalo, New York

A STATEMENT OF FACTS

The world wide publicity given YALE Motorcycles through such mediums as the Saturday Evening Post, Associated Sunday Magazine, Collier's and 22 standard monthly magazines has educated the public at large to the use of motorcycles in general and the YALE Motorcycle in particular.

Yale advertising is steady—continuous, appearing each succeeding year since 1905—not spasmodic or by jerks, but regular, month after month, year after year.

We are pioneers in using the national weeklies and standard magazines for advertising motorcycles. By these high class mediums with immense circulation, the name "YALE" has become a household word the country over.

Good advertising pays. We have proved this to be a fact and will continue to advertise along these same lines. National advertising is an old story with this Company and its agents. The great assistance from this steady, straight from the shoulder advertising is fully realized by Yale Motorcycle Agents the country over.

WHAT YOU GET FOR YOUR MONEY IS THE AMOUNT OF SERVICE YOU GET FROM THE ARTICLE YOU BUY

They are cashing the many inquiries from their respective territories referred to them by us. We find the people in your city who expect to buy a motorcycle and send you their name. That helps some. This assistance to our agents and the extreme value offered in the YALE Motorcycle stamps it at once the best selling proposition on the market and then WE SHIP QUICK.



A LIMITED AMOUNT OF TERRITORY UNOCCUPIED

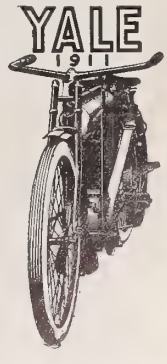
Write today and get the whole story.

THE CONSOLIDATED MFG. CO.

1709 Fernwood Ave. Members M. M. A. **TOLEDO, OHIO.**

F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, N. J.

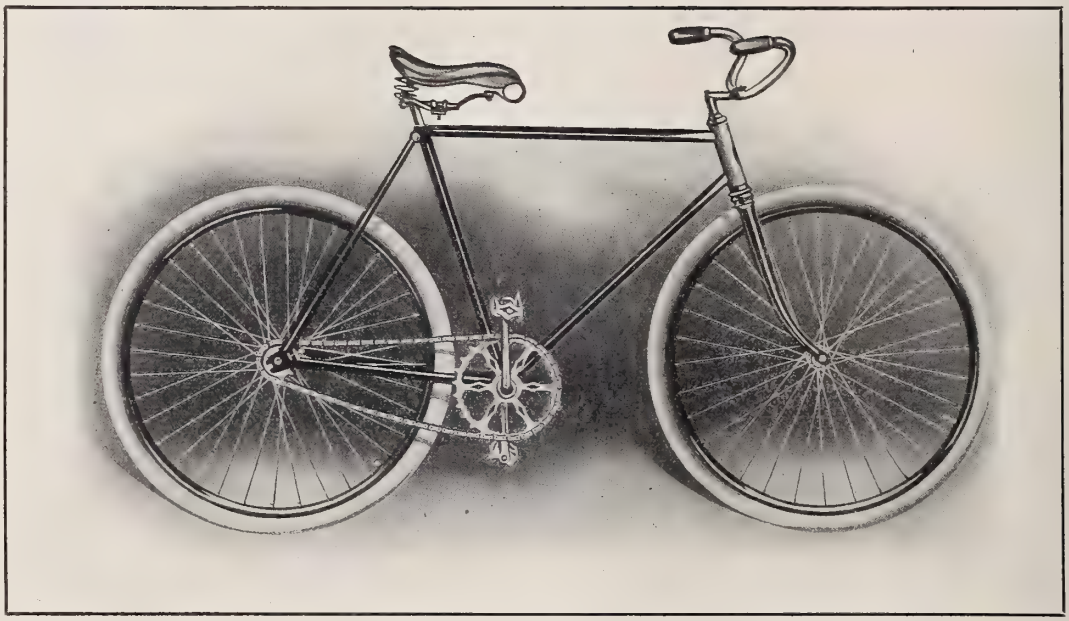
We also make Yale and Snell Bicycles, Hussey Handle Bars and Drop Forgings of every description.



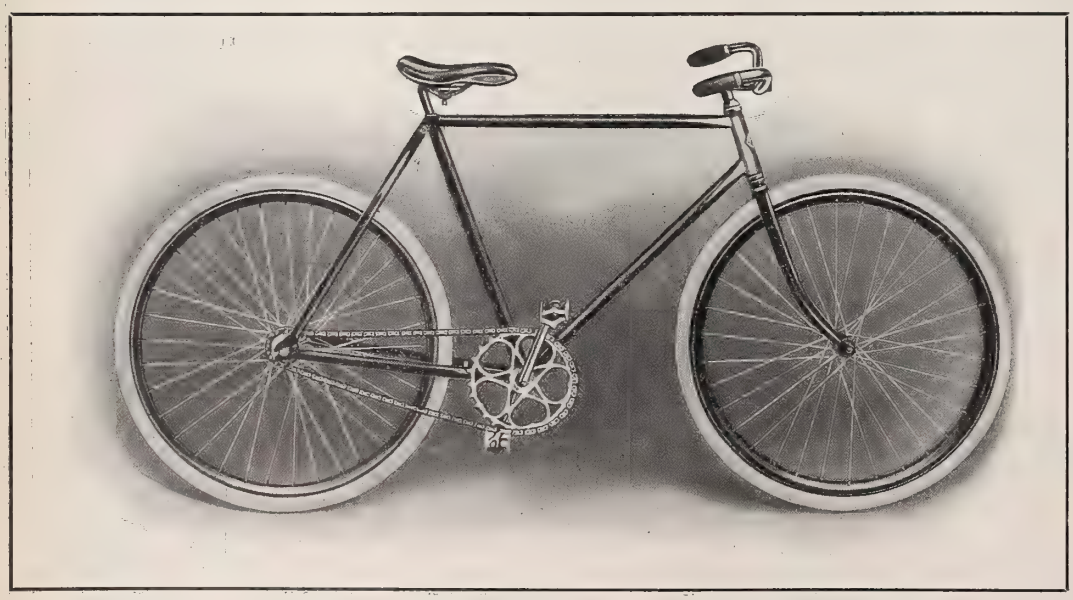
WORLD BICYCLES

MADE and guaranteed by the world's largest manufacturer of bicycles and sold and used all over the world by bicycle-wise dealers and riders.

¶All the advantages of an enormous production, buying, manufacturing and selling costs are open to the dealer who is alive to his own interests and to the wisdom of "tieing up" to a company more than able to hold its own with any and all competition.



Our Goods and Prices Tell the Story



We Lead The World On Jobbing Bicycles

FOR many years we have been successfully supplying the largest wholesale jobbers with our varied lines of special bicycles. The superiority of our construction and attractive finishes are selling points that you cannot afford to overlook.

WRITE US NOW AND FIND OUT FOR YOURSELF

ARNOLD, SCHWINN & COMPANY

1718 to 1732 North 43d Ave. CHICAGO, ILL.

Send for 1911 Catalogue of Bicycle and Motorcycle Goods

You can make money selling Bicycles and Motorcycles. You can make more money selling Bicycle and Motorcycle Supplies, and we stand ready to help you. We have just issued our 1911 catalogue and, as usual, it is the encyclopedia of the trade. Its size (5x7 inches) is handy, the illustrations and descriptions are complete and the printed prices are "list." Our net prices will be sent to all regular dealers upon request, but please write on your letter-head or enclose your business card. Under no circumstances will trade prices be quoted to other than legitimate dealers.

"EXCELSIOR" Bicycle Supplies at Bargain Prices

The Excelsior Supply Co. of Chicago were the largest distributors of Bicycle Supplies in the West and when they decided to close out the Sundry Department they naturally turned to the largest Jobbers in the East. This enormous stock is now on sale and we want every dealer to send for our "Excelsior" bargain book.

Bicycle Agents Wanted—Everywhere

We want active dealers to sell our wheels: one in every town in America, and in all foreign countries. We have a line that looks well, sells well, and stays sold. We will send samples to dealers rated in Bradstreet, with the understanding that we will pay freight back to New York if they don't come up to your expectations. Will you write us?

"EXPERT" $20.00
Others list a wheel of this grade at $25, but you can sell it for $20. Our net price is many dollars less, and the wheel is right, too. One-inch tubing, enameled rims, square crown, one-piece hanger and good quality unguaranteed tires. We will sell it to you stripped, if you prefer, and with good equipment it will equal in service and lasting qualities any wheel manufactured.

"VICTOR" $25.00
This is our popular road model, built on attractive lines, well equipped and fully guaranteed. The net price is less than wheels of equal grade are sold. One-piece hanger and fancy finish. A sample in your window now will sell itself without talk. It is the wheel you ought to sell at the price you ought to pay. Write us for catalogue "B" and our agency proposition.

"NASSAU" $30.00
We have marketed this bicycle for twelve years and it is favorably known, both at home and in foreign lands. It is a substantial, high-grade machine, with the earmarks of quality. It retails at $30 and looks its price. Furnished in black with orange head or orange with black head. Two-piece "straight-line" hanger, special design sprocket and fine equipment throughout.

"REINDEER" $35.00
A brand-new model. Frame of 7/8-inch seamless tubing with outside tapered reinforced joints. Two-bar frame construction, adding strength where most needed, yet light enough for road racing. Two-piece hanger with perfect alignment of bearings. "Diamond E" spokes, Thor hubs, and beautifully finished in a rich red with nickel-plated forks.

Motorcycle Casings at Less Than Half

You can offer your customers a real bargain if you stock this special job of Motorcycle Casings. The maker's name, Morgan & Wright, is on every one, and the quality is excellent. Let us tell you more of this and other bargains.

If You Can't Call, Send for Catalogues and Bargain Books

NEW YORK SPORTING GOODS Co.

New York Sporting Goods Co.

15 and 17 Warren Street **NEW YORK, U. S. A.**

NEW YORK SPORTING GOODS Co.

12,000 Miles

WITH ONE SET OF

WHITNEY

MOTORCYCLE CHAINS



Read the following letter by A. H. Helgeson who has made a remarkable record with one set of "Whitney" Chains on a Minneapolis Motorcycle. These chains have been driven from the Pacific to the Atlantic, from Canada to Mexico, and all over California, through rain, mud, dust, and sand and are still good.

Can any service be more strenuous and severe than this?

What test could show more clearly the true strength and wearing qualities of "Whitney" Chains?



THE WHITNEY MFG. CO., Hartford, Conn.

Dear Sirs:—Yours of February 28th at hand. In regard to old chains, I have now covered over 12,000 miles on one set of your chains and have not even exchanged drive chain for pedal chain. Not one link or roller broken. Have carried tandem lately, which is a strain on chains. Just think of what these chains have gone through! From Los Angeles to New York, beside myself pulling 150 lbs. of extra luggage, and then from Canada to Mexico, and all over California, and still stick together. It sounds impossible, but this being the fact.

I will send old chains by express next week, as I intend to put on a new set. The old chains have done their duty, and then some. I think they are still good for a few thousand miles.

Put me down as a booster for "Whitney" Chains, as I will have no other.

Respectfully yours,

733 Ottawa St., Los Angeles, Cal. A. H. HELGESON.

"Whitney" Chains are made by specialists, in a factory especially equipped for the making, with years of experience to back them; made from material chosen for quality regardless of cost.

THE WHITNEY MFG. COMPANY, Hartford, Conn.

"One of the fundamental principles on which all mechanical devices depend is the reducing or minimizing of friction where it is not needed."

—E. J. Gould.

F & S ANNULAR BALL BEARINGS

are made in standard ball bearing sizes, interchangeable with other makes. They differ from others, in having a higher load carrying capacity and greater endurance, due to the larger number of balls contained in the bearing.

¶ F & S bearings are made with diagonal side entering slots slightly smaller than the sizes of the balls themselves. The balls are therefore sprung in under greater pressure than they ever receive in service, the races yielding sufficiently to let them enter.

¶ Once in, the balls never again touch the side slots, which virtually then no longer exist.

¶ In the latest type of bearing with the frictionless ball pocket metal split ring separator, the entire race is filled with balls, less only one ball for the aggregate thickness of the separator walls. This admits a far greater number of balls, and balls of a bigger diameter. The bearing fitted with the divided hole ring separator withstand therefore a higher radial load, and in consequence also a higher thrust load. Where other makes of bearings have proved inadequate to the service imposed, F & S bearings have frequently been substituted with satisfactory results.

¶ We represent the ball bearing factories of Schweinfurt, Germany, which employ over 3,500 hands, they leading the world in capacity, quality and output, 14,500 F & S bearings of various types being the daily output, besides millions of separate balls. Let us know your ball bearing needs and wants, and we will be glad to forward drawings and tables showing best application. Meanwhile we would like to send you upon request a little booklet, entitled "Ball Bearings: Their Origin, Manufacture, Design and Application," and address before the Polytechnischer Verein of Germany, by Ernst Sachs, of Fichtel & Sachs, Manufacturers of F & S Ball Bearings, Schweinfurt, a/M., Germany.

1911 catalog just out also free.

The Bowden Patent Wire Mechanism

FOR *the* TRANSMISSION *of* RECIPROCATING MOTION THROUGH A FLEXIBLE AND TORTUOUS ROUTE

THE Bowden Wire Mechanism is particularly adapted for Motor Car, Motor Cycle, Motor Boat and Airship service as follows: For

Brakes for Cycles, Motor Cycles.
Brakes for Motor Cars, Light or Heavy.
Valve Lifters for Motor Cycles.
Ignition and Throttle Controls for Motor Cars, Motor Cycles, Motor Boats and Airships.
Carburetor Ticklers.
Sprags for Motor Cars.
Muffler Cut-outs, for Motor Cars, Motor Cycles, Motor Boats and Airships.
Auxiliary Air Controls for Motor Cars, Etc.
Solarclipse Gas Lamp Shades.

What it is.—The Bowden Wire Mechanism consists of but two parts—a closely coiled and practically incompressible spiral wire, constituting what is termed "the outer member," and a wire cable, practically inextensible threaded through the above, and termed "the inner member."
What it does.—Previous to the introduction of the Bowden Mechanism the usual mechanical method of transmitting power in other than a straight line was by means of single levers and rods, cables and pulleys, and other such devices, all of which necessarily involve considerable complications, besides increased labor and expense in adapting them satisfactorily to the user's requirements. The Bowden Wire Mechanism dispenses with all these difficulties, while enabling power to be transmitted by the most tortuous route. The mechanism is complete in itself, and requires only that one member shall be anchored to a stop at each end, and that the other member shall be attached to an operating lever at one end and to the object to be moved at the other.

¶ The opportunities for the use of the Bowden Wire Mechanism are practically unlimited, and in every case its employment is accompanied by decreased cost of actuating mechanism, simplicity, instantaneous operation of actuated parts (due to absolute lack of lost motion) and reliability.

¶ The Bowden Wire Mechanism may be adapted to impart either a PULLING or PUSHING movement.

Over Three Million Feet Sold Annually.
All Foreign Motor Cycles Use It.

The Master Magneto!

***MASTER*—"One who has attained eminence in his art."**

HERR UNTERBERG for years designed and constructed the best known Magnetos of the day, but sold under other names. What more natural than that he should place in the Magneto now sold under his own name the result of all his previous experience? RESULT:—in the dual type—The MASTER INTERRUPTER, non-adjustable, indestructible and fool-proof —40,000 miles of use show no wear. The location of the MASTER BATTERY TIMER in the MAGNETO—and THE MASTER DISTRIBUTOR, the insulation of which cannot be burned by high-tension sparks when the motor is started on the battery switch. The self starting type is unique. Motor cycle types are perfect.

¶ THE NEW U. & H. MASTER MAGNETO catalogue illustrates and describes in detail these most important up-to-date magneto improvements. All sizes for Single, Double and Dual Ignition—1, 2, 4, 6 and 8 cylinders—every one a true high-tension arc flame magneto generating the secondary current in the armature independently of any outside coil.

J. S. BRETZ COMPANY

Sole Importers, 250 West 54th Street, New York

Naturally Every Jobber and Dealer Builds His Stock Around Goods of STANDARD Quality

STANDARD PRODUCTS

INCLUDE THE FAMOUS



BICYCLE AND MOTORCYCLE Pedals—Toe Clips

KNOWN EVERYWHERE — SOLD EVERYWHERE

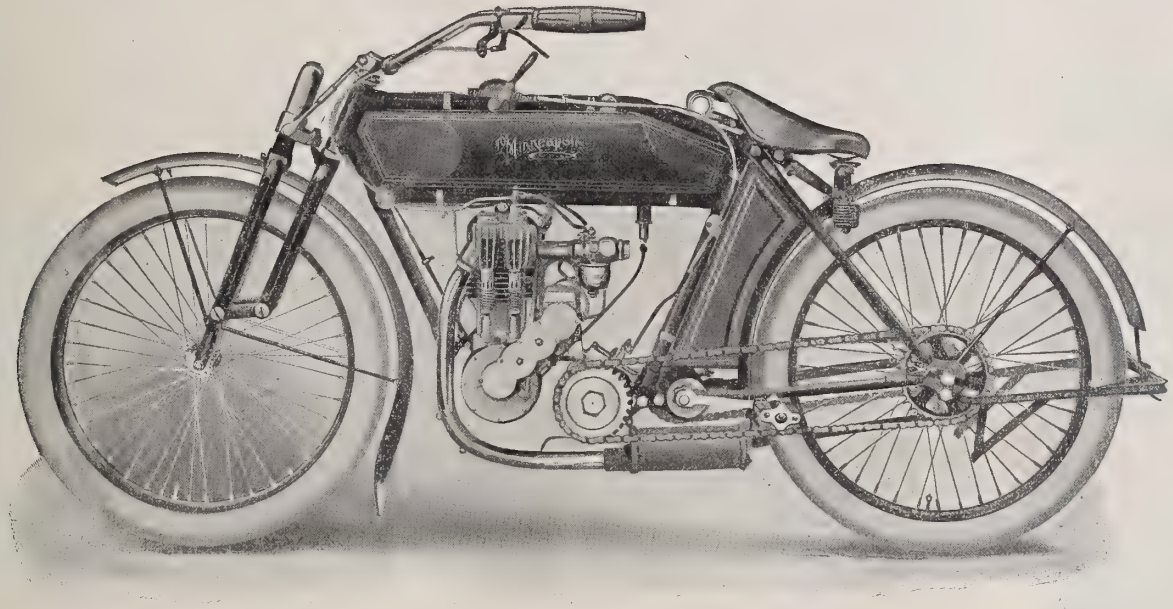
The Quality Standard of All Good Bicycles and Motorcycles

THE STANDARD CO., Torrington, Conn.

THE BIGGEST PROPOSITION EVER OFFERED

The Two Minneapolis Big 5's

A $400 Two-Speed Machine for $300
A $350 Free-Engine Machine for $265
} BOSCH MAGNETO Regular Equipment.



Model "N" Big 5 Two-Speed

MODEL "N"

In this advanced model may be had everything that can be desired in a motorcycle and a whole lot more than most riders can appreciate without trying the machine. Great power, without vibration — clutch which runs in oil and needs no adjusting, TWO-SPEED GEAR, the most desirable of all, and with clutch control on the handlebar, which is necessary for perfect control of the machine. Low saddle position with a perfect spring fork and an exceedingly attractive and beautiful appearing machine, of which every rider will feel justly proud.

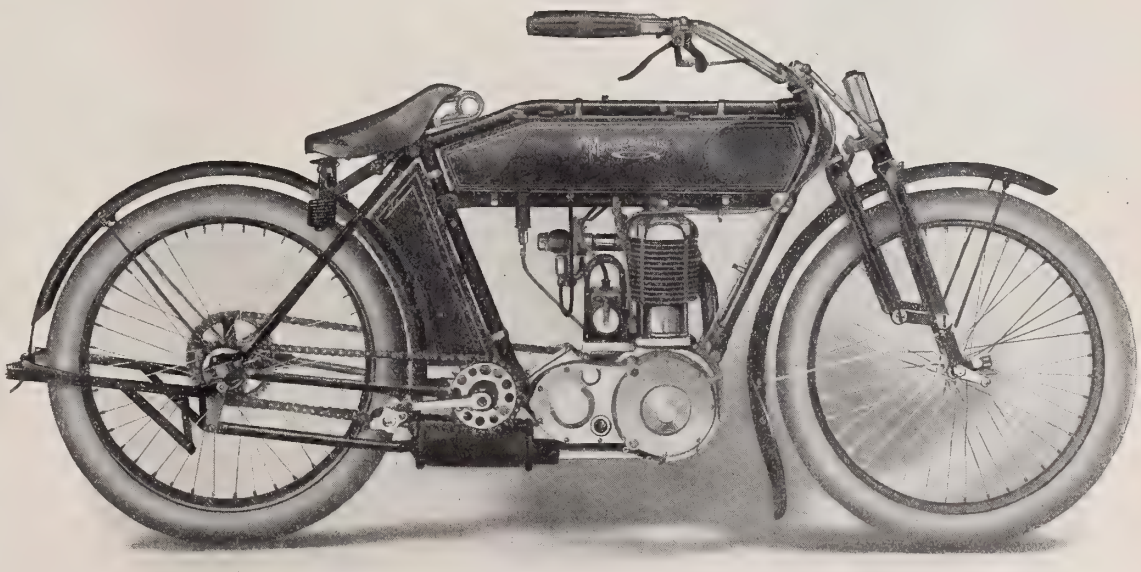
The power plant is built by one of the largest and best equipped motor factories in the United States. Cylinder, piston, piston rings, and all other working parts are accurately ground to size. All corresponding parts are interchangeable to provide for future replacements. Every motor is tested before leaving the factory. It must develop more than the rated horsepower before sent out and is sent out with a guarantee.

MODEL "NB"

This model "NB" is not a Two-Speed, but it has the same substantial free engine clutch that is used on model "N," a multiple disc clutch giving a great friction area and with a control lever on the handlebar, constantly in touch with the fingers of the rider's right hand. The entire clutch and drive gears are enclosed and running in oil, which assures long life. The entire machine is exactly the same as model "N" with the exception that the Two-Speed gear is left out.

Every rider of one of these machines has the privilege of installing the Two-Speed gear and control complete at any time for $35.00.

Even though there is no Two-Speed gear on this machine, the rider, by using the clutch, can stop while the motor is running. He can start his motor on the middle of a hill or on the worst of roads and by careful manipulation of the clutch, can start out without pushing the machine. It is not to be expected, however, that a simple clutch machine will develop the power for climbing that the Two-Speed machine will, for that would be impossible.



Model "NB" Big 5 Direct Drive

Agents Get Next. Complete Catalog Ready

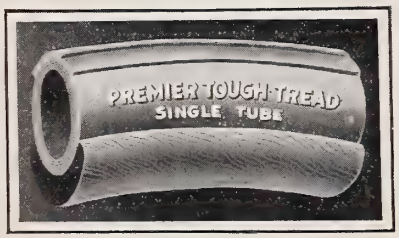
MINNEAPOLIS MOTORCYCLE CO. 517 So. 7th Street Minneapolis, Minn.

FISK BICYCLE TIRES











New Fisk Bicycle Clincher Tire

SECTIONAL VIEW

The new Clincher Tire has a very effective corrugated tread and with each casing is supplied our Para Gum Bicycle Tube.

No. 88-H Road Tire, thread fabric, has thickened tread for road work, but is also fast and resilient.

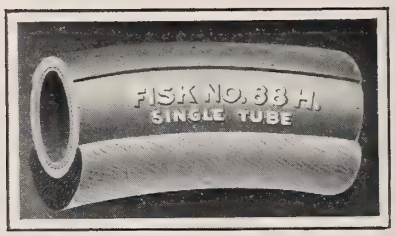
No. 66 Extra Heavy Export Tire has heavy corrugated tread and is the best made for heavy road work.

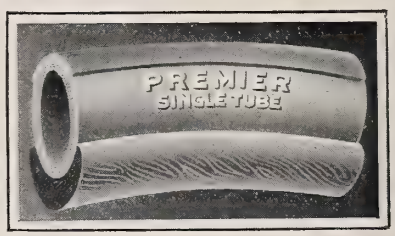
No. 66, a road tire similar to the Extra Heavy Export, but lighter. A popular type for high-grade wheels.

Premier Tough Tread, a medium-priced road tire with three layers of close-woven fabric on the tread to prevent punctures.

New Departure and Premier Road Tires are used as regular equipment on the best-known wheels and are identical except in the tread.

Massasoit and Victor were formerly made without our name, but now we guarantee them under our own brand as the best tires for the price. Both are identical except for the tread.









The most complete line of Bicycle Tires on the market

INDIVIDUALLY, each type of Fisk Bicycle Tire that has been placed on the market has always met with instant approval and established a higher standard in its field.

COLLECTIVELY, the Fisk Line offers wheelmen a wide choice of types to meet particular demands and at the best prices, quality considered.

The makers of Iver Johnson, Pierce, Snell, Pope, Yale and Emblem wheels furnish Fisk Tires as standard equipment. Why not let the men who know advise your tire equipment?

Write for Illustrated Booklet on the tire you need.

DEALERS should prepare for brisk trade in Fisk Tires this season.

THE FISK RUBBER COMPANY

Department E **Chicopee Falls, Mass.**

Direct Factory Branches in Twenty-nine Cities

MOTORCYCLE AND BICYCLE PARTS

MAIN FRAME TUBE
HANDLE BAR TUBE
PULLEY RIMS
MUD-GUARDS
FORK-SIDES
STAND-LEGS
FORKS
STAYS
RIMS

We have manufactured these parts for the past ten years and have supplied practically all the concerns in the bicycle and motorcycle business. You have a right to expect a superior article from us—and you get it.

Seamless Steel Tubing Used Exclusively

THE STANDARD WELDING CO.

Electric Welding Pioneers

CLEVELAND

Western Representative
L. F. McCLERNAN
1243 People's Gas Bldg., Chicago
1417 Ford Bldg., Detroit

Eastern Representative
L. D. ROCKWELL
United States Express Bldg.
New York

Empire Tires

WEAR LONGEST

TRADE MARK



CORRUGATED TREAD.



CHECKERED TREAD.



BUTT END TUBE,
Allows of repair without removing wheel.

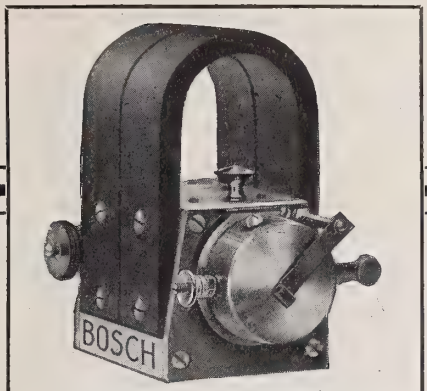
Heaviest Motorcycle Tire Made

Consequently More Good Goods

EMPIRE TIRE COMPANY

Factory—TRENTON, N. J., U. S. A.

Branches and Agencies throughout United States and Canada



LOOK FOR THE NAME ON THE BASE PLATE

Bosch Magneto

¶ Every amateur speed record from 1 mile to 1000 miles inclusive—

¶ Every amateur speed record from 1 hour to 24 hours inclusive—

¶ Every professional speed record from 1 mile to 100 miles including the hour record were made on Indians—

Bosch Equipped

¶ The Trans-continental N. S. U. and Indian motorcycles, ridden by Mr. Streiff and Mr. Davis respectively, were also

Bosch Equipped

¶ The Western F. A. M. Endurance Contest and 12 Day Elimination Trial for Amateurs and the Southern F. A. M. Endurance Contest were won by the Merkel and Harley-Davidson respectively. Of course,

Bosch Equipped

¶ Hundreds of other events, including most creditable performances of such Bosch Equipped Motorcycles as the Marvel, Yale, Thor, Racycle, Minneapolis, Theim, M. M., Haverford, C. V. S., prove beyond question the superiority of the Bosch Magneto—be sure to specify it.

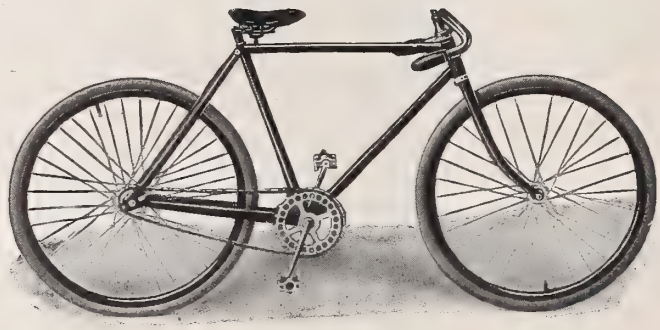
Let us send you a copy of "The Bosch News"

BOSCH MAGNETO COMPANY

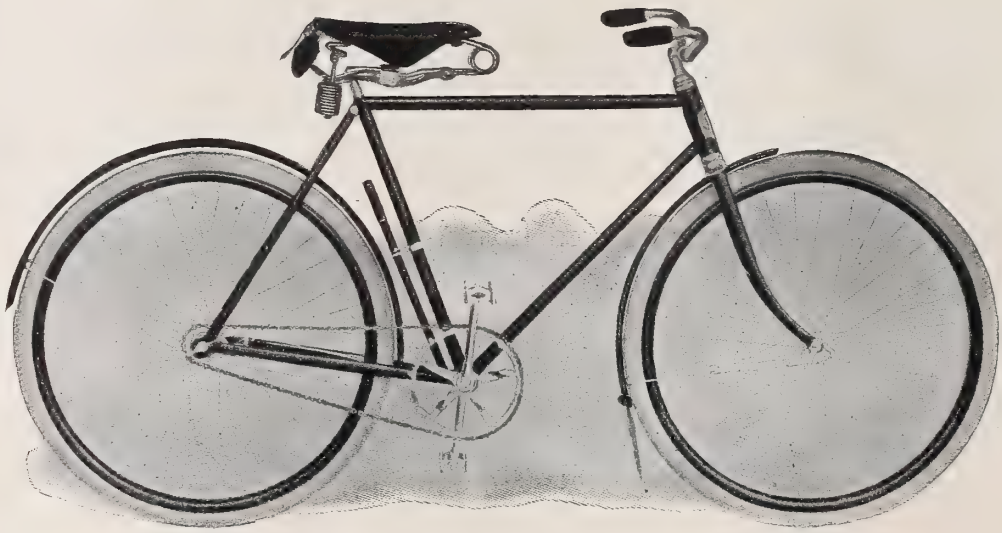
223-225 West 46th Street, New York

DETROIT CHICAGO SAN FRANCISCO

DEALERS—HERE'S THE ANSWER



CYRUS JUVENILES



CROWN BICYCLES

Pocket-book arguments of the most convincing kind. Now is the time to get busy.



Fauber Hangers

STANDARD AND SPECIAL

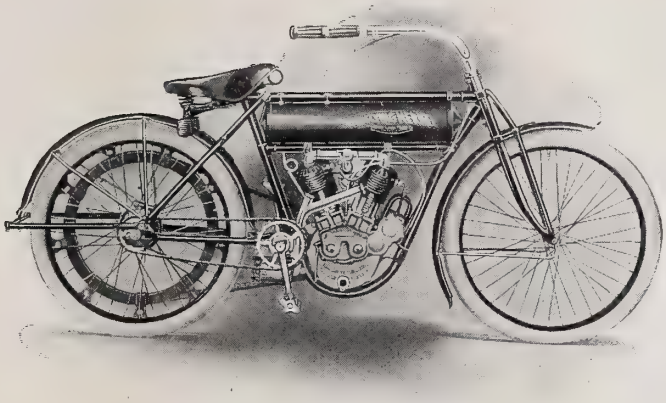
Known as well as the bicycle.
Used wherever quality is found.

GREAT WESTERN MFG. COMPANY

LaPorte, Ind.

MAKERS OF CROWN, ADLAKE AND CYRUS BICYCLES AND FAUBER HANGERS

Something Doing Again!



THE FLYING MERKEL

Denver, April 22:
Wins every event Aviation Meet.

San Jose, Cal., April 16:
Won match race and time trials.

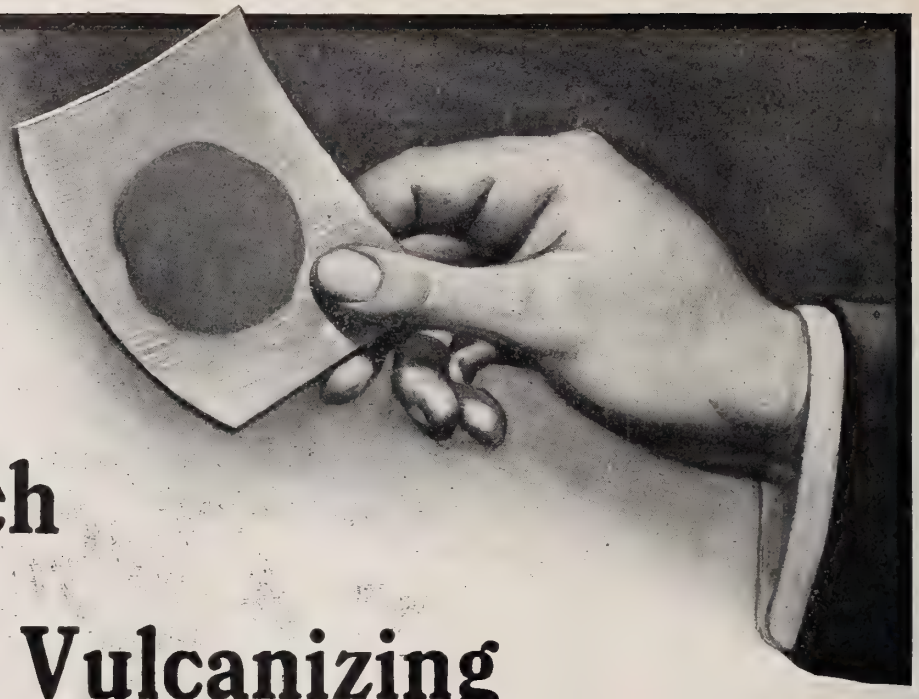
Stockton, Cal., April 9:
Won open professional and track record.

Redlands, Cal., April 21:
Won mile hill climb.

CATALOG "D," FOR PARTICULARS.

Merkel-Light Motor Co.
POTTSTOWN, PENNSYLVANIA
MEMBERS OF M.M.A.

Chicago Branch, 2127 Michigan Avenue
Distributors for Northern California, Geo. A. Faulkner, Oakland
For Southern California, Automotor Equip. Co., Los Angeles



Let Us Send You FREE This Patch Made Without Vulcanizing

It shows the kind of a tire repair ***you*** can make ***in 15 minutes,***—in the shop or on the road—at ***one-tenth*** the cost of vulcanizing. If you want to ***save nine-tenths*** of your tire repair expense and be able to repair your tires ***on the road, without delay,*** send us your name and address on a postal and get this ***free*** sample of what ***you*** can do with

New Motorcycle Outfit 75 Cents

TIRE-DOH

Regular Automobile Outfit $2.00

We offer this ***free*** sample so you can ***see*** just the kind of a patch you can make with Tire-Doh—so you can ***test*** it in every way. But if you would rather ***make the patch yourself,*** you can

Try a Tire-Doh Outfit at Our Risk

Just send us the coupon below with 75 cents (stamps or money order) and we will ship you the Motorcycle Outfit ***express prepaid.*** Use ***all*** you want of it. Test it ***thoroughly.*** And if at any time you would ***rather*** have ***your money back*** just ***ask*** and you'll get it ***by return mail.*** That is our ***guaranty—money back on request.*** Which will you have—the ***free*** sample patch or a whole outfit ***at our risk ?***

As a reminder tear off this coupon NOW

Coupon

Atlas Auto Supply Co.
87 East Adams St., Chicago

For the enclosed 75 cents, stamps, money order, (cross out one) send me a Motorcycle Tire-Doh Outfit, express prepaid, upon condition that you will refund my money upon request.

NAME.....

ADDRESS.....

HOW IT WORKS

Tire-Doh is not like any other product you ever heard of. The outfit consists of a can of Tire-Doh, made under a secret process, and a can of Tire-Doh Cement. After cleaning around the hole to be repaired, apply Tire-Doh Cement allowing it to dry a few minutes, then knead in enough Tire-Doh to make a neat patch. That's all there is to it. No tools, no vulcanizing required. Time 15 minutes.

Tire-Doh repairs ***every injury*** that can happen to a ***tube or casing***—puncture, blowout, sandpocket, anything. It is easier, quicker, and ***better than vulcanizing*** and makes a ***permanent*** repair ***as tough and elastic as the tire itself.*** Over 20,000 outfits sold to date to automobile owners, every one on a guaranty of money back. Now the motorcycle outfit is ready. Try one ***at our risk*** or at least let us send you the free patch.

To Motorcycle Supply Dealers

The Tire-Doh Outfit for automobiles has been on the market just a year. Over 20,000 sold on our money-back guaranty ***proves*** that Tire-Doh is ***all*** we claim it to be and then some. We have had ***nearly 1000 requests*** for a motorcycle outfit, several hundred from ***dealers*** handling Tire-Doh. It is sure to be a rapid seller from the start. If you will stock a dozen we will refer to you all inquiries received from your vicinity. Write us to-day.

Makes Night Riding Safe



Motorcycle policemen all over the country are having their mounts equipped with **Prest-O-Lite.** They must be prepared for fast flights over rough streets, and cannot take chances on light that flares up or dies out.

Your need is precisely the same. Without this perfect lighting system, your machine, yourself and possibly a passenger are in constant risk of dangerous and costly accident.

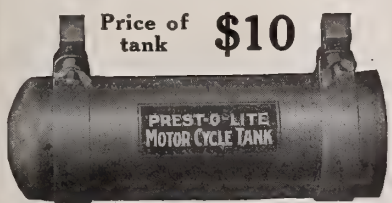
PREST-O-LITE Gas Tank

Floods the road far ahead with strong, steady, dependable light, turned on and off like a gas jet. Each tank gives 40 hours of light (using a ¼ ft. burner). When empty exchange the tank for a full one, at a small fee.

FREE
Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.

Price of tank **$10**



Dimensions: Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

This clean convenient service costs, as a rule, **less** than the carbide which a generator consumes.

Remember, too, that the genuine **Prest-O-Lite** tank has its permanent **cash value,** because it is in universal use and demand. When empty, it can be promptly exchanged, **anywhere and always.** These things are not true of any imitation.

The Prest-O-Lite Co., 245 E. South Street Indianapolis, Ind.

BRANCHES AT

Atlanta	Cincinnati	Kansas City	New York	Providence
Baltimore	Cleveland	Long Island City	Oakland	San Francisco
Boston	Dallas	Los Angeles	Omaha	Seattle
Buffalo	Detroit	Milwaukee	Philadelphia	St. Louis
Chicago	East Cambridge	Minneapolis	Pittsburg	St. Paul

Exchange Agencies Everywhere



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RELIANCE MOTORCYCLE MODEL G-11

WHERE do you want to go? Your Reliance Motorcycle is ready —and **dependable.**

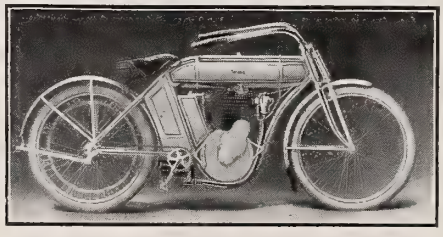
A hundred miles and more each way in a day's run is nothing to the Reliance Motorcycle.

You can do 55 miles an hour on every stretch of free road—and slow down to 5 miles where speed regulations get in the way.

There never has been such a responsive engine in the history of the Motorcycle trade. It runs steadily at slower speeds than any other motorcycle engine ever invented. Heavy fly-wheels—accurately balanced. Extra large valves mechanically operated in perfect time. **All working parts ground to exact sizes.**

The Reliance G-11 is started from the stand—**no pedalling or running beside the cycle.**

In design, in construction, in testing—the Reliance Model G-11 represents an entirely new thought in motorcycle practice — **Automobile standards applied to a motorcycle.**



Send a post-card for our catalogue "C," fully illustrated. Presents all the facts about this dependable motorcycle, with live information as to motorcycle values in general. The handsomest and most useful motorcycle catalogue ever published.

RELIANCE MOTORCYCLE COMPANY

100 Catherine Street

OWEGO, TIOGA COUNTY, NEW YORK

Illinois Distributor
Whipple the Motorcycle Man
1227 W. Jackson Boulevard
CHICAGO, ILL.

BICYCLES-MOTORCYCLES TIRES-ACCESSORIES

A Specialty Field in Which We are Specialists

THE NEW ENGLAND RACER

A
WINNER
FAST
STRONG
LIGHT
SNAPPY



The Only Bicycle in the World Built for Sprint
RACING
ON SMALL BOARD TRACKS

New England Racer $55.00 **New England MODEL 8 TWO BAR $35.00**

New England Model 8 $30.00

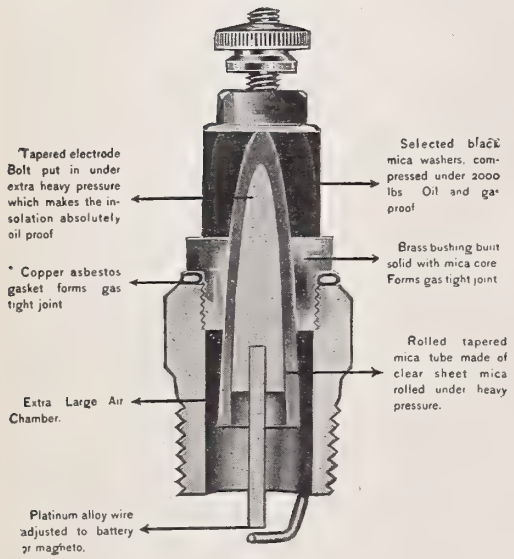
New York and New England Distributors

Hudson Bicycles		Dayton Bicycles		New England Dist.
Racer	$50.00	Racer	$50.00	for Harley-Davidson and Haverford Motorcycles.
Semi-Racer . .	40.00	Heavy Roadster	40.00	
Roadster . . .	30.00	Roadster . . .	30.00	

All 1911 Catalogues Now Ready--Write for Them

J.W. GRADY & COMPANY
WORCESTER-MASS-U-S-A.

BICYCLES-MOTORCYCLES TIRES-ACCESSORIES



Our Wright Spark Plug is made in either the open or closed end type, the open end type being especially adapted for hot engine conditions while the closed end type works successfully under foul engine conditions.

These spark plugs are made in all sizes, the ½" standard, the ⅞"-18 A. L. A. M. and the metric threads.

Absolutely Guaranteed. **Price $1.00**

A Trial Order Will Convince You. We Solicit Your Orders.

Our Auburn Motorcycle Spark Plug is especially recommended for motorcycles where small space is provided for the regular spark plug. The construction of this plug is shorter than the regular metric plug which makes this particularly desirable.

Fully Guaranteed. **Price $1.00**



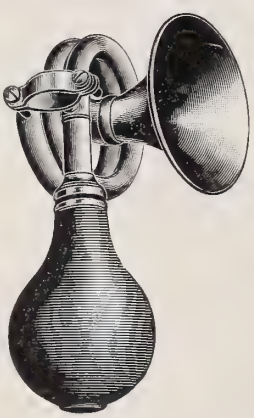
Write for our Agency proposition and we will increase your sales.

Do It Now

New York Mica & Mfg. Co., Auburn, N. Y.



Small Horns With Big Noises



The object of a horn is to make a noise and the bigger the horn the bigger the noise, but we offer horns for bicycles and motorcycles which are small and compact, yet give the same deep, dull, penetrating roar as the big automobile horn. They are spun from the best grade musical instrument metal and made in many different shapes and designs, such as the "Right Angle Horn," the "Parallel Horn" and the popular "Bull Frog Horn."

Furnished in either brass or nickel finish.
Write your jobber for Trade Quotations.

THE RILEY-KLOTZ MFG. CO.
Newark, N. J.

Wolverine Leather Goods Co.

DETROIT, MICH., U. S. A.

Manufacturers of

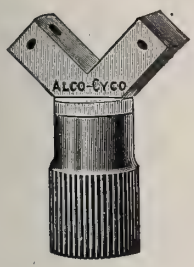
High Grade Saddles, Handle Bar Grips, Tool Bags, etc.

Send for Catalogue and Prices

J. W. GRADY & COMPANY

WORCESTER-MASS-U-S-A.

BICYCLES-MOTORCYCLES TIRES-ACCESSORIES



ALCO GERMAN LAVA BURNERS



If we ever had any competition in selling Acetylene tips and burners for the bicycle and motorcycle trade we have forgotten it.



We are the "live wires" of the burner business, who by the excellence of our goods have survived and built up a natural monopoly—a monopoly founded only on



Something Better—

Quick Action.

Anticipation of the needs of the Trade.





Every shape and mounting needed in the burner line whether for bicycle, automobile, motor boat or motorcycle use.

We sell at ***Wholesale Only,*** i. e., to Jobbers exclusively. Electrotypes, etc., always at the disposal of Jobbers. Dealers are requested to order from their Jobbers.

Every real Jobber has the ALCO line, whether shown in his catalog or not.





AMERICAN LAVA COMPANY

P. J. KRUESI, Mgr. Cycle Goods Dept.

CHATTANOOGA, TENN.

Export trade a specialty—correspondence in any language.

J.W. GRADY & COMPANY

WORCESTER-MASS-U-S-A

BICYCLES-MOTORCYCLES TIRES-ACCESSORIES

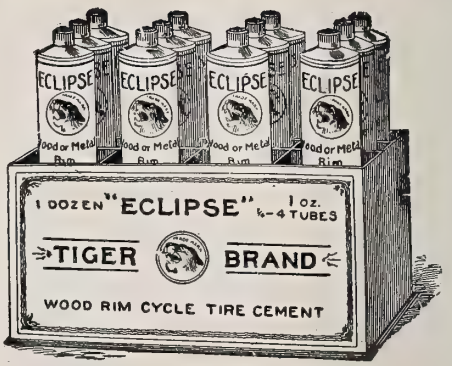
ECLIPSE CEMENTS



ECLIPSE RUBBER CEMENT

For Repairing Punctured

Pneumatic Bicycle Tires



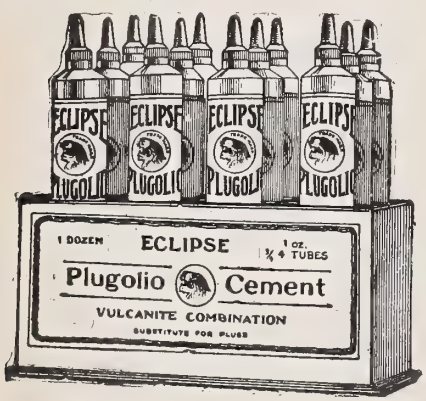
ECLIPSE "PLUGOLIO"

The King of All Quick Repairers

For small punctures in Hose Pipe Tires. Forms a permanent plaster plug almost instantly.

Wood Rim Tire Cement

This wood-rim cement, the product of our fin-de-siecle inventive genius, is unquestionably the best article made for Cementing Tires to Wooden or Metal rims without heat.



ECLIPSE "SANDOW" CEMENT

For Cementing

Plugs in Single Tube Tires



ECLIPSE CEMENT & BLACKING CO.

PHILADELPHIA, PA.

J.W. GRADY & COMPANY

WORCESTER-MASS-U-S-A.

BICYCLES-MOTORCYCLES
TIRES-ACCESSORIES

K & C Lock Joint Wood Rims

THE DIFFERENT KIND

Stiffer, Stronger and Truer Than "the Other Kind"



K & C WOOD RIMS MEAN RIM SATISFACTION

DIFFERENT DRYING, JOINING, GLUING,
DRILLING AND FINISHING PROCESSES

The Rims are of the Quality That Give Bicycle Satisfaction

K & C MANUFACTURING CO.

Henniker, N. H.

J.W. GRADY & COMPANY
WORCESTER-MASS-U-S-A

Goodby's

BICYCLE AND MOTORCYCLE SUPPLIES

Goodby's

$25 WITH **NEW DEPARTURE COASTER BRAKE**



$25 WITH **NEW DEPARTURE COASTER BRAKE**

1911 OXFORD

The finest proposition ever offered the trade for the money

Write for Sole Agency at Once



EXPORT No. 77 E. H.

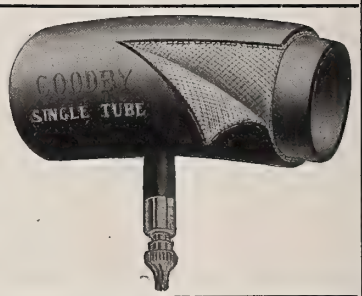
Bicycle Tires

have a world wide reputation for service and wearing qualities. Guaranteed and thoroughly reliable. Corrugated and Raised Treads.

GOODBY SINGLE TUBE

Bicycle Tires

have created and maintained a reputation for their satisfactory service and utility that is the envy of our competitors.



Our position as manufacturers of many staples and specialties, as well as exclusive distributors of factory outputs, and large buyers of competitive supplies, enables us to extend our patrons every facility for conservative safe buying and prompt shipment. We will be pleased at all times to receive references from prospective customers wishing to open accounts with us.

A Postal Will Bring Our 1911 Bicycle and Motorcycle Supply Catalogue, Just Out

Goodby's

ALBERT E. GOODBY
57 WASHINGTON ST.
PROVIDENCE, R. I.

Goodby's

Most good Bicycles have some good features but none even begins to have so many of them as

THE ARROW BICYCLE



IT IS A COMPOSITE BICYCLE

We do not claim that it possesses radical novelty but we do assert that it combines all the best and proven features of all the best bicycles ever built; and we have been in the business long enough to know good features when we see them.

Write and let us tell you more about this superb machine. And if you are a dealer we can name you a discount such as you can obtain on no other high grade bicycle.

Made in two models at $50 and $40. Has $\frac{7}{8}$ inch tubing, narrow tread, $4\frac{5}{8}$ inches; wheel base, 41 inches. The $50 model has nickeled head; Hans Renold imported block or roller chain (1 inch pitch), Palmer tires, Persons special racing saddle, Kramer-type handle bar.

Of course, you know we are

Headquarters for Motorcycle Supplies

We were pioneers in that business and know what the rider wants. Standard goods only; no catch-penny experiments.

A copy of our 52-page catalog is yours for the asking.

F. A. BAKER & CO., 10 Warren St., New York City

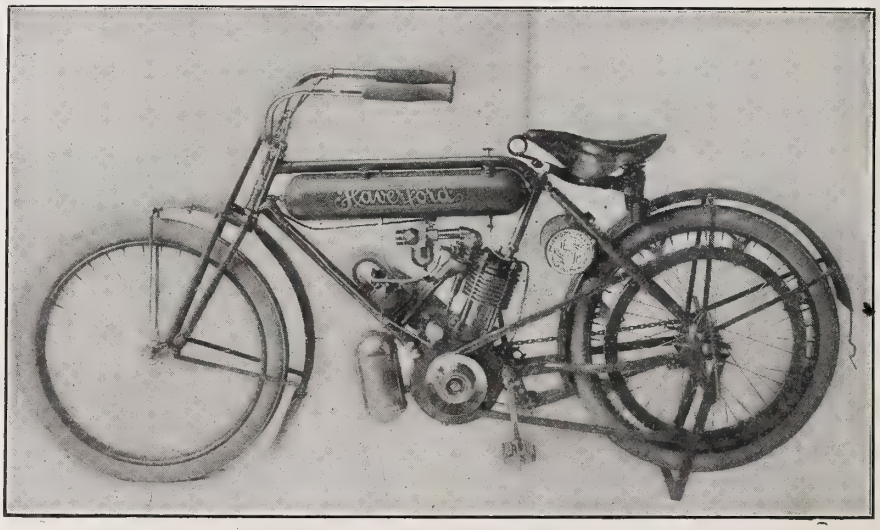
Metropolitan Distributors of Indian Motorcycles and Pierce Bicycles and Motorcycles.

For the man who wants to invest $150 in a motorcycle, and for the dealer who knows the man that wants to invest $150, there is no better offering than the

HAVERFORD

$150

Equipped with Battery Ignition



$185

Equipped with Bosch Magneto

Haverford, Model H, Schebler Carbureter

Bear in mind that the Haverford among other excellent features, has: Handlebar grip control; leaf spring fork; 4 horsepower engine; fuel tank with 5 quarts capacity; oil tank in rear of fuel tank, holding a quart of oil; force feed hand pump contained in oil tank; 26-inch wheels; wheel base 54-inches; rubber grips; triple expansion muffler, giving silence without back pressure; wide mud guards, with rear guard detachable; automatic locking of the stand when not in use.

Hurry and get in contact if you want to be a live agent or a satisfied owner. The 1911 Haverford Model, Bosch Equipped, is now ready.

DISTRIBUTORS FOR DAYTON, HUDSON AND HAVERFORD BICYCLES

Haverford Cycle Company

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945 BROAD ST., NEWARK, N. J.



Continental-Erie Motorcycle Tires

Are the safest equipment for your motorcycle

Built like an automobile tire with three plies of Sea Island Fabric and a heavy tread, they will satisfactorily meet every requirement of a motorcycle tire.

Continental-Erie Bicycle Tires



have for ten years given the trade the service and satisfaction that is only possible in a high grade product. In addition to a large variety of single tube tires, including the Milwaukee Patented Puncture Proof, the best grade of clincher casings, bicycle tubes and sundries are to be found in the 1911 line.

Ask Your Jobber, He Knows

Continental Rubber Works, Erie, Pa.

New York Branch, 35 Murray Street

The Name PERSONS Stamped on

a Saddle means more than a page advertisement of "claims" for the imitation makes

QUALITY BICYCLE SADDLES



SPECIAL
Top, 11 in. x 7¾ in.
List Price, $2.25



MODEL "B"
Top, 11 in. x 7¾ in.
List Price, $2.50



ROYAL
Top, 11 in. x 7¾ in.
List Price, $2.50

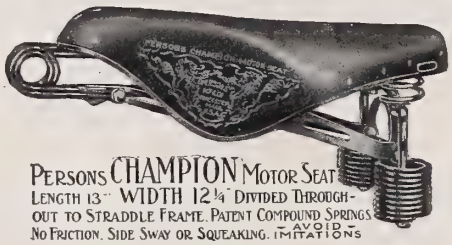


OLD COMFORT
Top, 11 in. x 7¾ in.
List Price, $2.75



LADIES
Top, 9¼ in. by 8¾ in.
List Price, $3.00

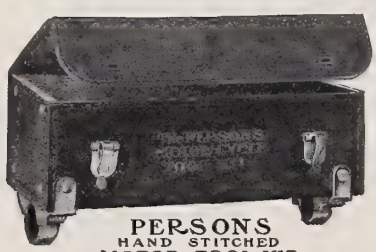
QUALITY MOTORCYCLE SPECIALTIES



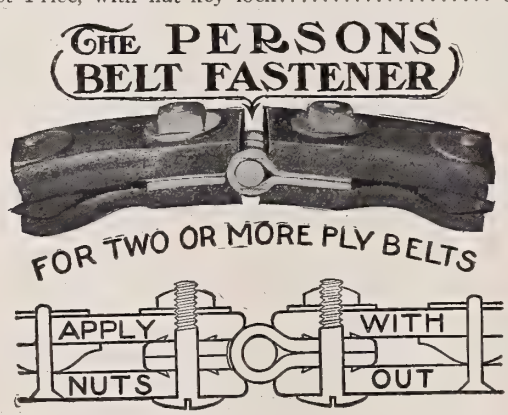
1911 Model CHAMPION MOTOR SEAT
Divided Front Spring (patented)
Extra Heavy Trusses Drop-Forged Tilting Clamp



TOOL KIT 3"X3⅜"X13¼
DOUBLE REINFORCED, HAND STITCHED, FLAT KEY LOCK, CAN NOT RATTLE, THREE BRACES
Can be fitted with large braces to fit 3½ tubing in
PIERCE and DETROIT Motorcycles
List Price, without lock.....$4.50
List Price, with lock..... 5.50



Size, 9 in. x 3⅜ in. x 3 in.
List Price, without lock.....$2.25
List Price, with flat key lock..... 3.25



List Price, 40c.

QUALITY BICYCLE SADDLES



TOURIST
Top, 11 in. x 7¾ in.
List Price, $3.00



List Price, $3.50



Top, 11 in. x 9 in.
List Price, $4.50



Top, 11 in. x 9 in.
List Price, $5.00



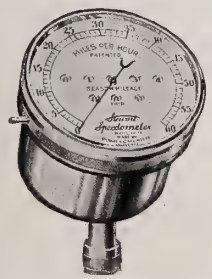
Top, 11 in. x 9 in.
List Price, $6.00

Send for Catalogue

THE PERSONS MANUFACTURING COMPANY, - - WORCESTER, MASS.

The Oldest Saddle Manufacturer in the U. S. A. Established 1892.

1911 STEWART
Motorcycle Speedometer
FOR ALL MOTORCYCLES

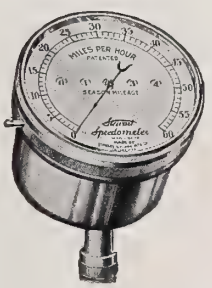


Model 42. Three-inch dial, 60-mile speedometer, 10,000-mile season odometer and 100-mile automatic resetting trip register. Price **$20**

Built Right—Priced Right

Made of costly materials, in the largest and best equipped speedometer factory in the world, by skilled speedometer makers. Not a cheaply built speedometer for motorcycle trade costing less than an automobile speedometer to manufacture, but the same speedometer in every feature. The same head, the same strong flexible shaft that has given such general satisfaction among car owners.

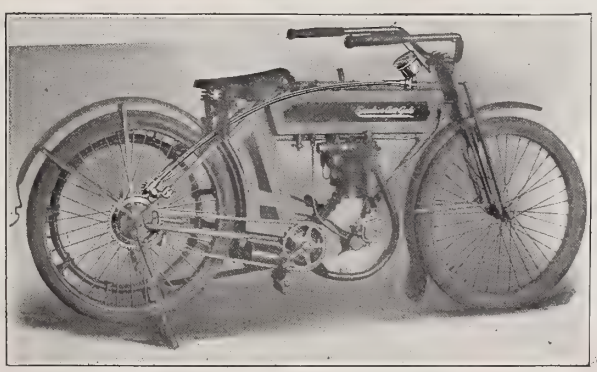
Stewart Speedometers are Guaranteed for Five Years



Model 43. Three-inch dial, 60-mile speedometer, enclosed 10,000-mile season odometer, no trip register. Price **$15**

Magnetic Principle. It is conceded by the best mechanics that the magnetic principle is the only one really adapted to speed indicator use. **Superiority of the Magnetic Type** is unquestioned. Compensated for temperature changes, slow moving parts, no contact between magnet and indicating means. Shaft carrying pointer mounted on stones, no possibility of wear or friction. Once calibrated, the instrument stays accurate. All parts ground to size, hardened and polished. Parts are assembled on a frame with integral bosses, sockets, etc. No soldered or brazed parts. The whole enclosed in a handsome case, one-piece drawn brass, beautifully finished. **Easily Read.** The large, open dial with long scale, treble the length of any other, makes it possible to read a Stewart Speedometer at any speed on even the roughest roads. The pointer is steady at all speeds, a most important feature for motorcycle use.

Installation. Stewart Speedometers are provided with means of installing on the frame, an ideal location away from the jar of the forks, out of harm's way in case of a fall, placed where it can be most easily read and installed. The drive is by means of a flexible shaft from the rear wheel. We can furnish front wheel drive by belt and pulley, if preferred.



The Trade has long waited for a high grade, reasonably priced motorcycle speedometer

The Stewart Will Satisfy You

All Dealers Sell Them

Stewart & Clark Manufacturing Company

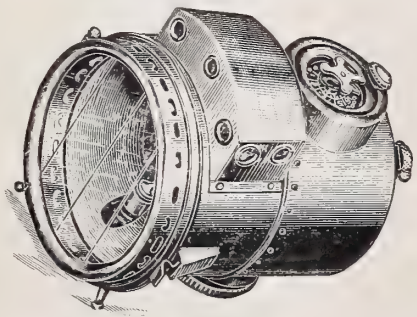
1828-1848 Diversey Boulevard, Chicago, U. S. A.

Detroit: 1211 Woodward Avenue
New York: 1878 Broadway
Chicago: 1312 Michigan Avenue
San Francisco: 307 Golden Gate Avenue
Los Angeles: 1212 South Main Street
Philadelphia: 608-10 North Broad Street

FOR THE MOTORCYCLE

Here are a few of our trade getters for dealers. If you are a dealer and desire to do that—get acquainted with our line of motorcycle accessories. Goods that sell are the goods you want. That is why you want our goods. Now—right now—is the time for you to write for our new catalogue and trade prices.

Motorcycle Searchlight



This is the handsomest Motorcycle Lamp made.

The Lamp is fitted with a fine mirror lens and sectional glass door. The Generator is coupled to the Lamp, making it appear like one piece.

Dimensions: Depth, 5 in.; diam. of door, 4 in.; weight, 24 oz.; extreme height, 5 in. Nickel plated finish.

No. **90.** Price.....**$6.00**

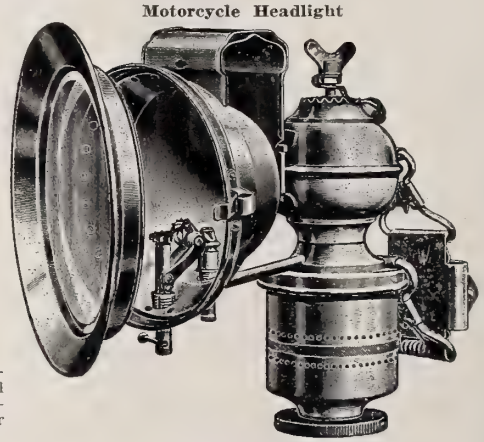
Motorcycle Searchlight



Fitted with mirror lens, giving great brilliancy and penetrating power. Sectional glass door diffuses light and prevents breakage. Height, 4 4-5 in.; diameter of door glass, 3 in.; weight, 9 oz.

No. **106.** Price.....**$3.00**

Motorcycle Headlight



A self-contained generator lamp for motorcycle use. Gives a brilliant light. Has fine nickeled reflector. Equipped with **self-lighter.** Entire height of lamp and generator, 6¾ in.; diameter of door, 5 in.; weight, 15 oz. Nickel plate only.

No. **32A.** Price.....**$3.50**

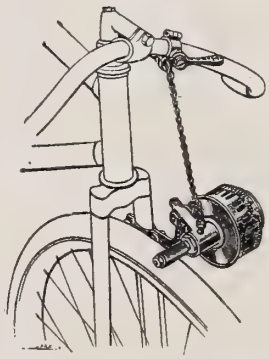
Combined Lamp and Generator



Lamp has a mangin mirror lens that projects a powerful light. Complete outfit weighs only 23 oz. Bracket on any motorcycle will fit it. Supplied in nickel only.

No. **88.** Price.....**$5.00**

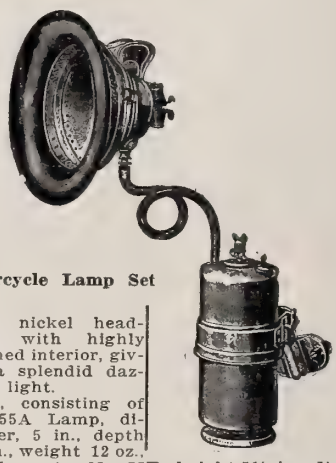
Imported Motorcycle Siren Horn



The best sounding horn ever devised for motorcycle use. Operates by friction with front tire. Controlled from handle bar with ratchet lever. Supplied in nickel finish. Horn has 3 in. bell.

No. **2.** Price.....**$5.00**
(Complete, ready for attacking.)

No. **1.** Price.....**$4.00**
(Without ratchet lever attachment.)



Motorcycle Lamp Set

All nickel headlight with highly polished interior, giving a splendid dazzling light.

Set, consisting of No. 55A Lamp, diameter, 5 in., depth 4½ in., weight 12 oz., and Generator No. 55B; height 5½ in., diameter 2½ in., weight 12 oz.

Price, per set.....**$6.50**

Musical Horns



Four tube horn, brass plated, with bulb and clamp attachment. Length, 22½ inches.

No. **12.** Price.....**$6.50**



A three tube motorcycle horn. Nickel plated. Has bulb and clamp attachment. Length 12 inches.

No. **10.** Price.....**$3.50**

Bicycle Siren

Works on the same principle as **No. 1.** Instead of **chain,** a cord is used, which needs **only** be pulled to **create** sound.



No. 000

This horn is a wonderful seller. Every bicyclist who sees it wants one.

No. **000.** Price, each, **$1.50**

Musical Horn



Motorcycle horn, two tube. Nickel plated. Has bulb and clamp attachment. Length 8 inches.

No. **14.** Price, **$2.00**

Imported Motorcycle Horns

Used on bicycles, motorcycles, runabouts and on rear of tonneaus. The triple-twist construction produces a penetrating tone. Can be furnished either in nickel or brass.

No. **10.** Price.....**$2.25**
(Size of bell, 3¼ in.)

No. **11.** Price.....**$3.00**
(Size of bell, 4 in.)

THE MOTOR CAR EQUIPMENT CO., 55 B WARREN STREET NEW YORK CITY

Tire Insurance

No fear of punctures or blow-outs if you are carrying an outfit of

"TITE-WAD"



"CAN'T TEAR IT OFF"

Fits Any Tool Box

Five minutes to repair any puncture without the use of patches or vulcanizers or the use of tools.

Less Than Five Cents Per Puncture

One can of TITE-WAD will make 30 repairs.

PRICE ONE DOLLAR

Our Plan for Dealers

will interest every live one. Write for it today if you want your patron to be able to buy from you the absolutely best tire repair outfit in the market. Our proposition will interest you. TITE-WAD is a winner and it is big enough for everybody. The goods are right, price right, profit right, and the demand exists. Help supply it. Drop us a line today for sample and prices. Every TITE-WAD outfit sold on absolute guarantee of satisfaction or money refunded.

Page-Lester Company

134 Van Buren Street

CHICAGO, ILL.



A TIRE POLICY

Send this coupon and one dollar for a complete outfit of TITE-WAD.

Name .....

Address .....

.....

Columbia Rambler

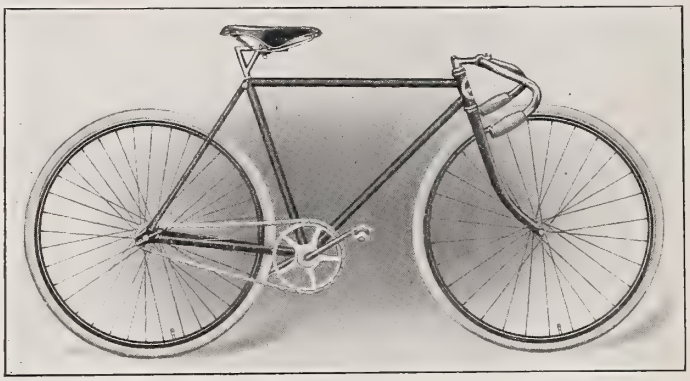
POPE BICYCLES

Cleveland Tribune

Let Our Bicycles Boom Your Business

They Are the Logical Wheels for Your Customers to Buy

Here are several lines of high grade bicycles, any one of which will open up new avenues of trade and develop the high-grade end of your business on a basis of permanent prosperity. Pope Bicycles have demonstrated again and again that they have remarkable trade-winning qualities. There is every reason in the world why your customers should buy our wheels in preference to any other make, and there are equally good reasons why you should sell them. Pope Bicycles are made RIGHT by America's oldest and best bicycle manufacturer. This means that every Pope Bicycle is backed by the accumulative manufacturing experience and progress of over 30 years. Isn't it natural under the circumstances that there should be NO BETTER MADE NOR BETTER KNOWN BICYCLES on the market today than those which bear the Pope Trademark?

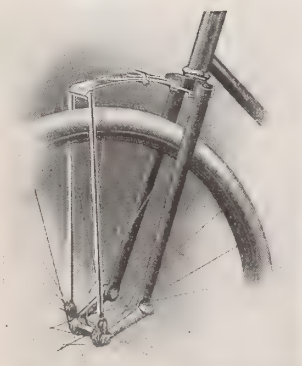


Columbia Racer



The Pope Trademark Stands for Quality and a Square Deal

It is found only on bicycles that measure up to the highest standard of excellence and efficiency. The Pope Trademark also stands for original mechanical and structural features of great merit found only in Pope wheels. These are effective selling points, for it can be readily demonstrated that they increase the efficiency of a wheel and add to the comfort of the rider.



Pope Spring Fork Stimulates Sales

THE POPE SPRING FORK gives the Pope Dealer a big advantage over all other dealers in selling high-grade bicycles, for it is in great demand and can be had *only on Pope Nameplate Bicycles.* Bumps and inequalities of the road are seldom felt by riders whose bicycles are equipped with Pope Spring Forks. There is no other spring fork which will make a wheel run easier or smoother. It is the most successful device of its kind on the market.

THE POPE MANUFACTURING COMPANY

Hartford, Conn.

Crescent
Imperial
Monarch

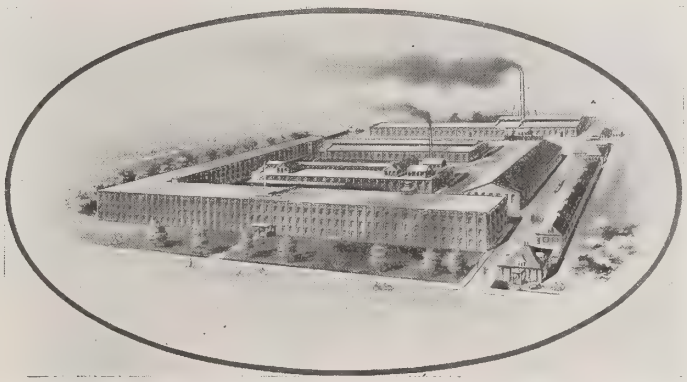
POPE
BICYCLES

Daily Service
Fay Juvenile

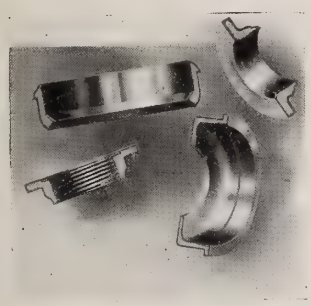
Try the Selling Force of the Pope Trademark

It Stands for Quality and a Square Deal

All Pope Bicycles are made piece by piece and assembled part by part in our GREAT BICYCLE FACTORY AT WESTFIELD, MASS., a plant whose facilities and equipment for making the best bicycles ever produced are unequalled. Judged by its size, resources and equipment, as well as by the quality and reputation of its products, the Pope Bicycle Factory is pre-eminent. Wheels of Pope Quality could not be produced in an "assembling room," as many of the "nameplate specials" are. It requires all the resources of the largest and best equipped bicycle plant in the world to produce Pope Bicycles. Such a factory with its splendid organization insures prompt deliveries and careful attention to all orders.



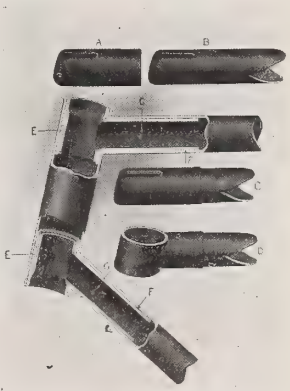
The Pope Manufacturing Company's Bicycle Factory at Westfield, Mass.



Cones and Cases

Special Pope Features Help Sales

Pope Bicycles abound in STRONG SELLING FEATURES, which are a big help in getting business. Among these are the POPE CONES AND CASES, cut from solid bars of steel and tempered like armor plates by our special process, so that the bearing surface is hardened while the inner core retains its softness and flexibility. The FLUSH JOINTS OF THE STEERING HEAD on all Pope Bicycles are INTERNALLY REINFORCED by a method of our own, so that the BRAZING SURFACE EXTENDS ALL AROUND THE INSIDE OF THE STEERING HEAD, whereas in the general run of wheels the reinforcement consists merely of prongs forced into the steering head and bent back. Note also that all Pope Bicycles listed at $30 or over have the TWO-PIECE CRANK HANGER construction which distinguishes the HIGH-GRADE machine from the low-grade machines with one-piece crank hangers.



Steering Head and Flush Joints Reinforcements

Advertising and Other Aids to Dealers

The inquiries and returns from our CAMPAIGN OF NATIONAL ADVERTISING, now appearing in such mediums as The Saturday Evening Post, Everybody's Magazine, The Youth's Companion, Popular Mechanics, etc., indicate that there is a large and rapidly growing popular demand for our high-grade machines. All inquiries concerning our wheels are referred to the nearest Pope Dealer. This is one of the many ways in which we aid our dealers to make sales. The handsome bicycle catalogs, and the attractive printed matter, which we furnish to the trade also help. Our Terms and Selling Arrangements are Liberal. Let Us Tell You About Them.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

Reading Standard Reading Standard

The R-S Name Plate is the recognized insignia of the strictly high class bicycle and a Standard of Quality that has never been excelled.

READING STANDARD MFG. CO. READING, PA.

The R-S Name Plate assures the buyer Reliability, Service and Satisfaction and to the Dealer—Repeated Sales and Substantial Profits.





Reading Standard Bicycles

are of the highest possible grade throughout and one of the very few lines that have retained their quality throughout the fluctuations of the business.

The 1911 line comprises four models, sufficient to meet all demands.

R-S Racer	**$50.00**	**R-S Road Racer**	**$40.00**
R-S Roadster	**$30.00**	**R-S Special Roadster**	**$25.00**

All distinctly and unquestionably the best of their class.

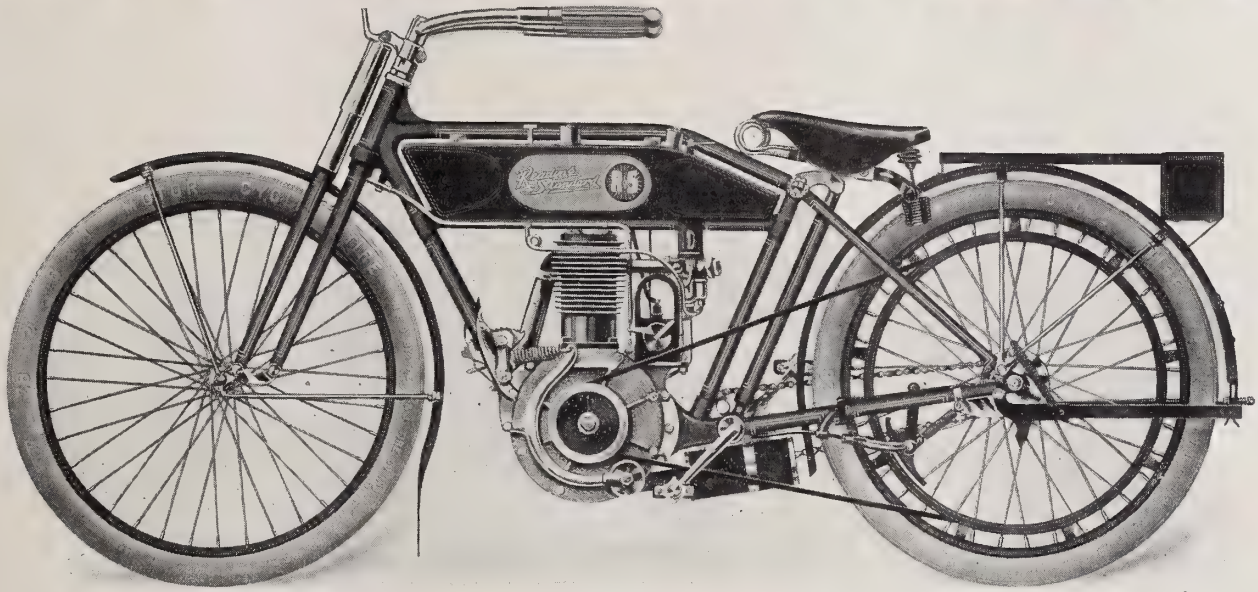
Live dealers carrying this line are in position to meet all competition except in the junk class and close the season with a clean business, satisfied customers and substantial profit.

We are making immediate deliveries on all models.

Write today for catalog and net prices to reliable dealers only.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

The Twin Single



WHAT'S THAT? A MARVELOUS MOTORCYCLE!

Single as to motor cylinders, but a Double in all important features.

1. TWO DISTINCT OILING SYSTEMS: One a constant sight feed for normal use, the other instantly delivering to the motor any desired amount of oil for speeding or emergencies.

2. TWO DISTINCT BRAKES: One, the best hub brake on the market, the other a powerful shoe brake acting on the belt rim, and capable of hard and continuous service without a possibility of heating or sticking.

3. TWO COMPARTMENT GASOLINE TANK, assuring an ample reserve supply in case the regular compartment is allowed to run dry.

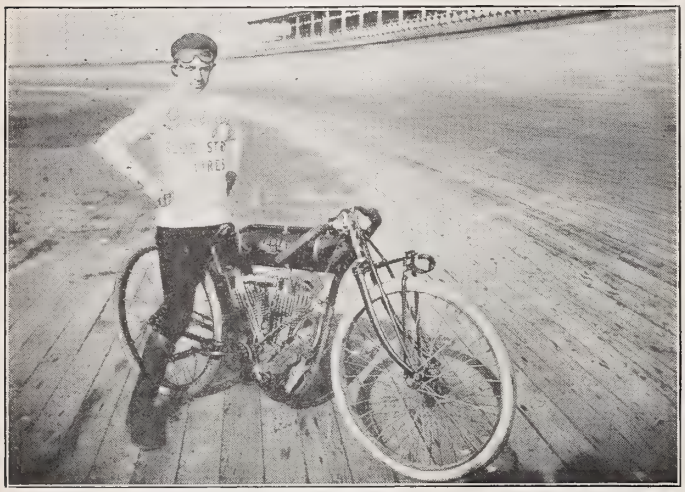
4. TWO DISTINCT RIDING POSITIONS: One, the most comfortable ever attained on a motorcycle by use of the adjustable foot rest, the other the usual position with feet on the pedals.

5. TWO SHOCK ABSORBERS: The most powerful and Elastic Spring Fork ever made and a positively controlled Spring Seat Post, the combination giving all the benefits of a Spring Frame with none of its weakness.

These and many other features equally good make *The New R-S the Finest Motorcycle in the World,* and the only one embodying the above twin features.

Write to-day for catalogue.
Some valuable open territory for live established dealers only.
Immediate delivery guaranteed.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.



Don Johns, the New Amateur Champion and the Records He Made on GOODYEAR BLUE STREAKS.

1	mile	0:41⅗
2	miles	1:23⅘
3	miles	2:02
4	miles	2:49⅖
5	miles	3:32⅗
6	miles	4:16
7	miles	4:59⅕
8	miles	5:42⅗
9	miles	6:25⅖
10	miles	7:08⅘
11	miles	7:52
12	miles	8:35⅖
13	miles	9:19
14	miles	10:02⅖
15	miles	10:46⅕
16	miles	11:30
17	miles	12:13⅖
18	miles	12:57
19	miles	13:40⅕
20	miles	14:23⅗

Jake DeRosier, the Rider Who with BLUE STREAK Tires Shattered all Professional Records.



World's Amateur and Professional Records Now Held by Goodyear BLUE STREAKS.

These Great Triumphs for Goodyear Blue Streak Racing Tires prove a vital important truth to every man who owns a motorcycle.

The most phenomenal record ride ever achieved on any track, by any machine or rider, was made on February 7, 1911, by De Rosier on an Indian motorcycle equipped **for the run** with celebrated **Goodyear Blue Streak** Tires. At the end of 60 minutes De Rosier had covered 83 miles, 135 yards, **as against his own previous record of 79 7-8 miles MADE ON OTHER TIRES,** on an Indian motorcycle. Breaks every professional record from 1 to 92 miles.

GOODYEAR
BLUE STREAK
Racing Tires

Close on the heels of this triumph for Goodyear Blue Streaks, follows another, yet more significant. Don Johns, a 16 year old amateur, at the Los Angeles Motordrome, April 4, covered 20 miles in 14 minutes and 2 3-5 seconds, lowering every **amateur** record from **1** to **20 miles.** He rode an Indian motorcycle **likewise equipped with Goodyear Blue Streak Racing Tires.**

Thus in these two world-beating tests of speed, strength and endurance De Rosier and Don Johns have added yet another convincing proof to the unquestionable superiority of the Goodyear products.

—A proof of strength, endurance, resiliency, DEPENDABILITY never equaled or **approached** by any other motorcycle tire on earth.

—And a typical demonstration of the Superior tire value characterizing and making popular the entire line of Goodyear Motorcycle tires.

There are two styles of Blue Streak Treads. One, a combination Studded and Corrugated tread for dirt tracks, the other a Plain tread for use on board.

See next page for **reasons** for Blue Streak Supremacy. Then write for our Free Booklet.

The Goodyear Tire & Rubber Co.

Main Office and Factory, Moal St., Akron, Ohio

Branches and Agencies in 103 Principal Cities

World's Greatest Quintette of Motorcycle Tires—The BLUE STREAK Tire, One of Them.

Greatest because built by the world's greatest Automobile Tire Experts.

In the **Goodyear Quintette** of motorcycle tires the builders (who don't charge you a cent extra for the priceless benefit of their years of experience) have perfected a tire for **every road condition** — a tire that is more **efficient** and economical than any other Motorcycle Tire manufactured — a tire that takes its **rider to victory in every competitive test!** (See page opposite).

You get more WEAR out of a Goodyear Motorcycle Tire because the tread is **thicker** and tougher than found on any other tire. That's not conjecture but a **proved fact** because we test our tread and the tread of every other make on an **endurance machine,** and if ours isn't toughest, doesn't **last longest,** it never reaches the market.

You get more resiliency in a Goodyear Motorcycle Tire because it is built larger than all other makes of **same rated measurement.** The larger the tire, the greater the **cushioning** effect and the capacity to absorb shocks. **That stands to reason.**

GOODYEAR
Motorcycle Tires

In other words you get the **very greatest value** for the money you invest.

Goodyear Motorcycle tires are made of the finest grade NEW Para Rubber **properly compounded.** The fabric used is the toughest in existence and the **plies** are so thoroughly **fused** that internal **friction** and wear is eliminated. No blisters, weak spots or **blow outs** on Goodyear Tires.

In Blue Streaks, the fabric is different than found in other racing tires. Instead of the usual **cross thread** weave, the fabric is all warp-thread all run parallel. By laying one ply over another **at a certain angle** a degree of resiliency and strength is obtained that is found in no other motorcycle tire manufactured.

And this **resiliency**—the quality by which a tire absorbs road irregularities instead of forcing the engine to lift the load over them—is one of the underlying elements that have contributed so generously to Blue Streak Victories.

Goodyear Tires **stay on.** They are bound to the rim by beads; moulded, shaped and curved exact duplicate of your own rim. They can't help fitting. They cling to the rim, clinch in a grip that can never **give** nor **let go.**

Use one of these Five Great Motorcycle Tires:

1. **Goodyear Corrugated Tread Tires**—For the average give-and-take road.
2. **Goodyear Non-Skid Tires**—For city use when pavements are often slippery and dangerous.
3. **Goodyear Studded Tread Tires** — for mud, sand, snow and ice travel. Great for endurance runs — **mud can't gather on tread.**

4 and 5. Goodyear Blue Streak Racing Tires—(See page opposite).

Why don't **you win** on Goodyear Tires? Let us send you our booklet on Motorcycle Tires. **Goodyear** tires possess so many striking advantages that you **owe it to yourself to investigate.**

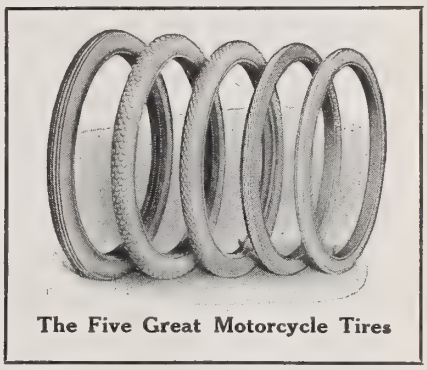
The Goodyear Tire & Rubber Co.

Main Office and Factory, Moal St., Akron, Ohio

Branches and Agencies in 103 Principal Cities



Chas. Balke, Who Broke the Amateur Record but Who Was Disqualified on a Technicality. He Used BLUE STREAKS!



The Five Great Motorcycle Tires

F. E. Whittler, another Well Known Rider Who Uses Only BLUE STREAK Racing Tires.

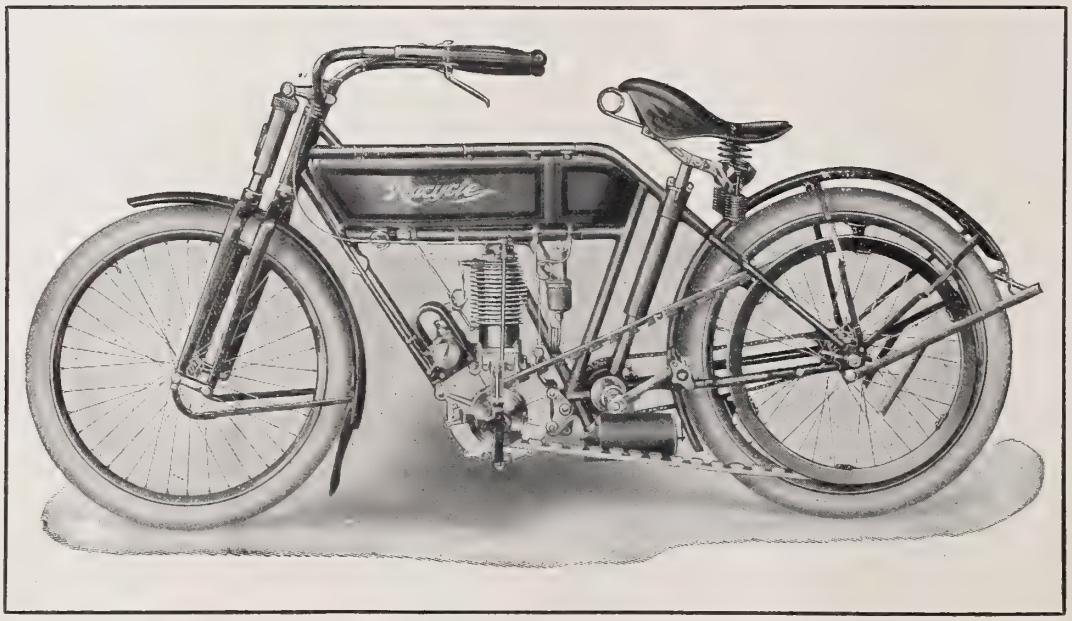


Quality Means Economy—"Racycle" Means Both

Riders will tell you that the 1911 4 Horse Racycle with Free Engine Clutch will take the hills "like a scared rabbit."

Flat
or
V Belt

Battery
or
Magneto



Free Engine
or
Idler

Spring
Seat
Post

It takes just a twist of the wrist to operate the clutch.

The Musselman Air-Cooled Motor Brake

gives you that feeling of safety and security that is so absolutely necessary to perfect enjoyment and comfort in riding. Walter Bryson, after his trip from Los Angeles to San Francisco and return over the mountains, says: "On the very steepest grades, the armless, air-cooled Musselman Coaster Brake proved entirely efficient."

It's as Powerful and as Certain as an Air Brake

WRITE FOR 1911 FREE CATALOG

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers

DISTRIBUTORS:

F. M. JONES, Los Angeles, Cal.
EDWARDS-CRIST MFG. CO., Chicago, Ill.
PACIFIC COAST RUBBER CO., Portland, Ore.; Tacoma, Wash.
GUS HABICH, Indianapolis, Ind.
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E. A. WILLIAMS, Minneapolis, Minn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

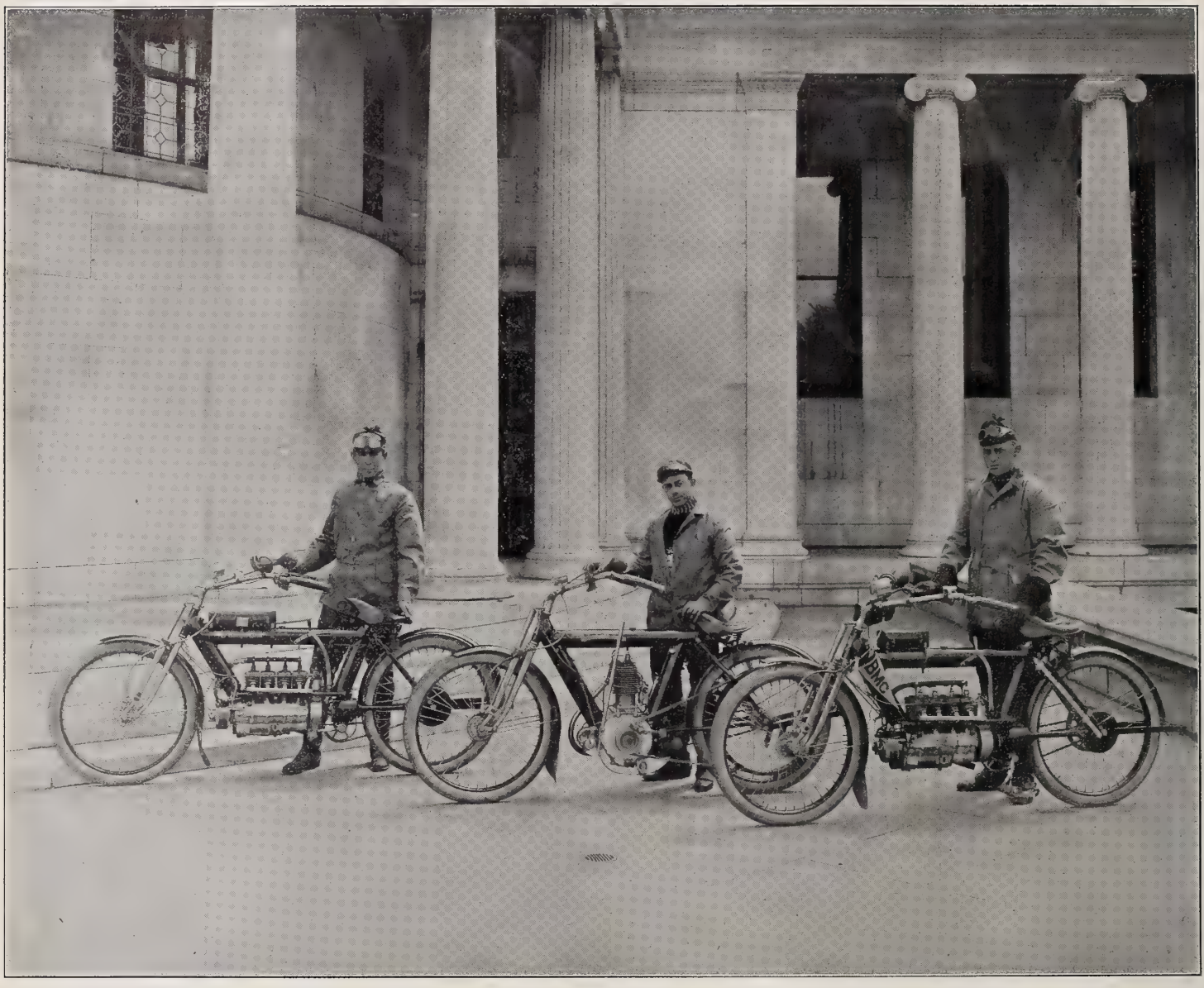
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, April 29, 1911. No. 6



In the Wake of Spring

CHOOSE CLASSIC COLUMNS AS TH EIR BACKGROUND.



Demonstrators of Pierce motorcycles, in Buffalo, N. Y., in front of the Albright Art Gallery.

Calumets Take a Run to South Bend.

For its first motorcycle reliability run of the season, the Calumet Pleasure Club, of Chicago, Ill., on Sunday, 23d inst., made the trip to South Bend, Ind. and return, something over 200 miles. From the starting point at 113th street and Michigan avenue, the riders passed through Roseland, Riverdale, Dalton, Oak Glen, Hobart, Valparaiso, Westville and La Porte to South Bend. Ten riders started, but five dropped out before South Bend was reached and another failed to make the return trip.

The four who finished were Roy Bowser, on the M. M. that he rode in the F. A. M. and the Western District endurance runs of last season; Phillip Nelson, also on an M. M., and William Strode and Sweger, on Excelsiors. Tire trouble delayed Bowser about an hour at Hobart, but he caught up with the others later. Strode got in first, the others coming in soon after. All made the first half of the run on schedule time, but lost on the return trip, each being late at the Hobart control. Consequently, there were no perfect scores. The official scores have not yet been announced.

West Side Detroiters on an Excursion.

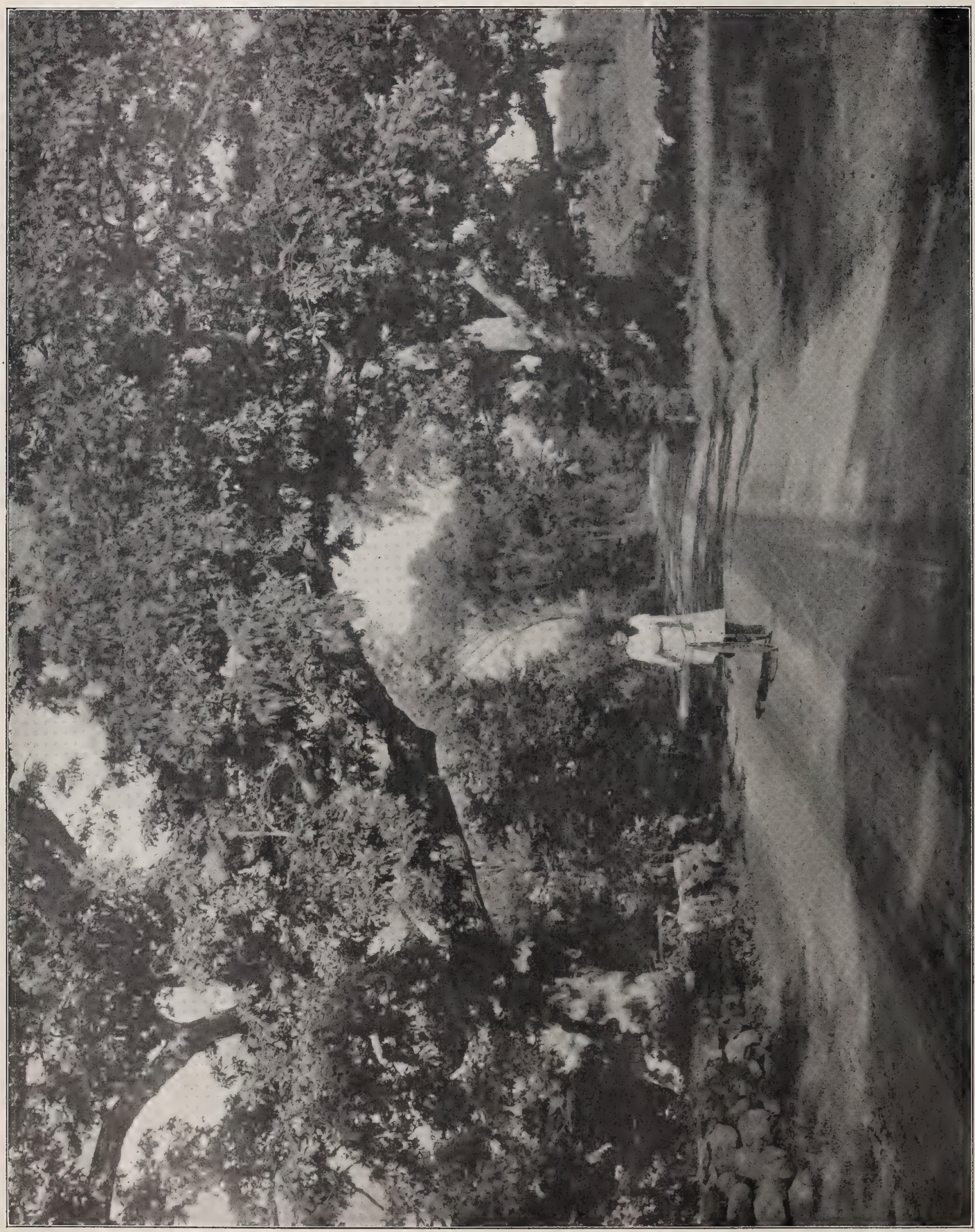
Twenty-two riders were in the squad of the West Side Motorcycle Club, a newly-organized motorcycle club of Detroit, Mich., who motored to Mount Clemens, Mich. on Sunday, 16th inst. The trip was made without mishap and the roads were found to be in excellent condition. The club has its headquarters at 862 Grand River avenue. The officers are: Robert Shattock, president; L. Russell, vice-president; Will Taylor, secretary and treasurer; Jack Scheull, captain; Frank MacDiamid, first lieutenant. The club now has 34 members.

Peninsulars Visit Fortress Monroe.

The Peninsula Motorcycle Club, of Newport News, Va., made its regular weekly run on Sunday, 16th inst., visiting Hampton, Phoebus and Old Point Comfort. At Fortress Monroe the riders were shown all over the government fortifications and defenses by the military guards, and this feature of the trip alone well repaid the journey, which all of the large number of riders declared highly enjoyable. On the return, the riders tried one another out on the splendid oiled roads between Hampton and Newport News, and in the language of one narrator, "airships would not have been in it with the bunch that came down that road." Some warm races are to be given at Jamestown, Va., in the latter part of May by members of the Peninsula club and of the Tidewater Motorcycle Club, of Norfolk, Va.

Miss Spring Throws Wide the Gates





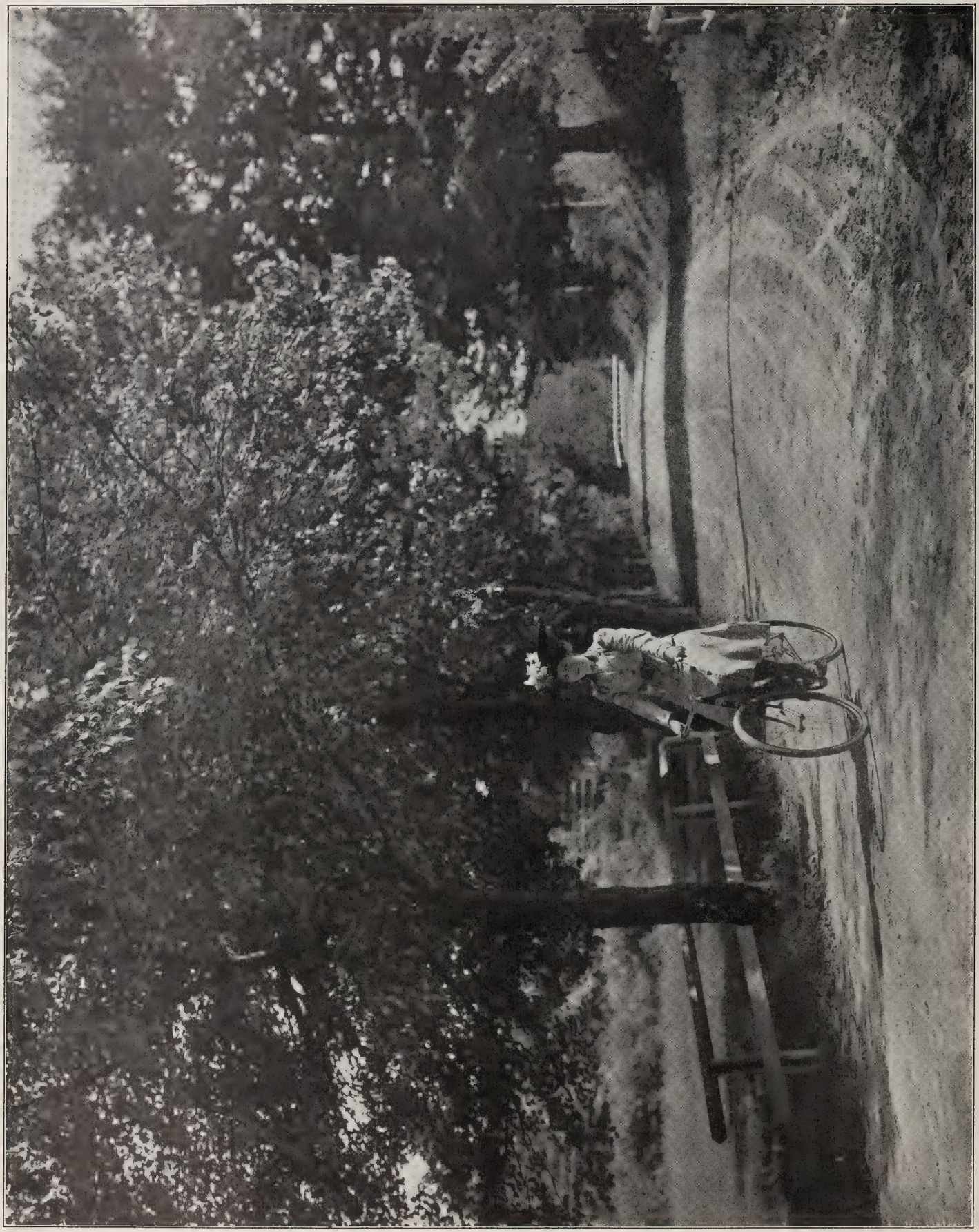
WHERE THE ROAD PASSES LONGFELLOW'S "WAYSIDE INN."

Photograph by C. A. Persons.

APPLES SUCH AS GROW IN MASSACHUSETTS TEMPT THE MODERN EVE.



Photograph by C. A. Persons.



ON THE PICTURESQUE WINDING ROAD FROM WORCESTER TO OXFORD, IN THE BAY STATE.

Photograph by C. A. Persons.



"Some Ribbon, My Dear, to Flutter from Your Arm."

Hitchcock Heads the Worcesterites.

At its annual meeting last week the Worcester (Mass.) Motorcycle Club elected the following officers for the ensuing year: Charles E. Hitchcock, president; A. E. Dahlin, vice-president; George A. Ware, secretary; Russell R. Coes, treasurer; William G. Cornwell, captain; Forester L. Kidder, first lieutenant; A. M. Chase, second lieutenant; directors: R. R. MacDonald, George F. Clark, E. R. Creamer, William P. Farrell and J. M. Amsden. Secretary Gibson, of the F. A. M., was a guest of the evening and gave a short talk on the advantages of membership in the F. A. M. An invitation from the Springfield Motorcycle Club to enter a team of three men in the inter-city team race on the Springgeld Stadium on Memorial Day was tabled for the present, but the club voted to lend its support to the extent of holding a run to the meet.

Freeport Likes Visiting Idea.

Three new members were elected at the last meeting of the Freeport (Ill.) Motorcycle Club, bringing the total membership to 25. The club is co-operating with the Redskin Motorcycle Club, of Monroe, Wis., on Sunday runs, in accordance with a suggestion advanced some time ago by the Redskins inviting nearby clubs to join in Sunday runs to the home towns of other clubs.

Weekly Events for Newark Riders.

The New Jersey Motorcycle Club, of Newark, is arranging a schedule of weekly runs and race meets for the coming season. The events will be held on alternate Saturdays, the meets taking place on the half-mile track at Olympic Park, which the club used last summer.

Spokane's Club Spreads Quarters.

Finding its quarters not to its liking, the Spokane (Wash.) Motorcycle Club has moved again. It now is located in Union hall, at Sprague avenue and Pine street, where meetings are held on Wednesday nights, and from which point all club runs start.

Have Organized in Santa Barbara.

A motorcycle club has been formed at Neighborhood House, an athletic club of Santa Barbara, Cal. The club has its headquarters at the Men's Club and expects to have 50 members before long, from the ranks of riders thereabout.

Use Herring for Bait in Providence.

If the weather is fair there will be few motorcyclists on Providence (R. I.) streets to-morrow, Sunday, 30th inst., after 7 a. m., for it will mark the opening of the season for the Providence Motorcycle Club, which will hold its annual "herring run" to East Taunton, Mass. This event is one of the big events of the Providence motorcycle calendar and draws riders from all around. Last year the run attracted the largest gathering of motorcyclists that occurred in New England during the year, and this year it is confidently expected to double the showing of 1910. Postponed to subsequent Sundays in case bad weather makes it necessary.

Against Atlantic City Road Hogs.

Aroused by the road hoggishness of the chauffeurs of hundreds of motor cars which visit Atlantic City, and who do not hesitate to crowd the motorcyclist into the ditch, the Atlantic City (N. J.) Motorcycle Club is going to seek protection from the F. A. M. Its first move will be to affiliate after which it will seek legal aid in instituting damage suits against car drivers who cause injury to any member of the club by reckless driving.

GATHERED FOR THE EASTER SUNDAY RUN.



The early morning scene in the courtyard of the Salisbury Arms, at Barnet England.

Church Service for Clevelanders.

Motorcyclists generally never have been noted as ardent churchgoers, but when one of their fellows happens to occupy a pulpit, it is not difficult to understand that they are more amenable to church religion than ordinarily would be the case. This is the way the Rev. A. C. Horrocks, a motorcycling pastor of Brecksville, O., regarded the situation, and when he proposed recently to the Cleveland Motorcycle Club that they attend a special service which he agreed to hold for them on Easter Sunday, received many acceptances. Despite the disagreeable weather more than a score of the club members rode the 28 miles from the Forest City to the little Ohio town to listen to the preacher.

Motorcycle for Harbor Patrol.

In most cities to make reference to the harbor police patrol calls up visions of tugboats or swift gasoline launches, but to the residents of New Orleans, La., the mental picture thus formed will soon also include a motorcycle. The dock board of that city has decided that a motorcycle should be purchased for the purpose of facilitating the inspection of water affairs by the harbor patrol squad, and accordingly a nice speedy red machine will soon be listed among the holdings of that body.

Modest Motorcyclist a Gallant Hero.

There are a lot of Chicagoans who have more regard for motorcycles now than they used to have, as a result of a daring pursuit and capture of a negro purse snatcher by an unknown motorcyclist last week. While a fashionably-dressed woman was strolling on Michigan avenue a negro darted out from a corner, grabbed her purse and fled. She screamed and a motorcyclist passing, who witnessed the theft, speeded up his machine and turned into an alley after the thief. He caught him before the culprit had a chance either to escape or hide his booty, for pursuit in that unusual fashion was entirely unexpected. The crowd which gathered threatened to handle the thief roughly, but the motorcyclist succeeded in taking him to a garage and held him for the police. Then the captor quietly slipped away without giving his name.

Columbus Quartet to Roam Europe.

Columbus, O., will be well represented by motorcycle tourists in Europe this year, as four riders of that city, Karl Prost, Karl McKee, George Greener and Ben Waddell have announced their intention of spending the summer roaming about Great Britain and the Continent on motorcycles. The quartet plans to sail from Boston about the middle of May and will explore the British Isles first. France is the next country on the program and then Italy. It is the desire of the tourists to visit in particular the countries where motorcycles are little known, as, for instance, the Tyrolean districts. All of the riders will carry cameras.

High School Course in Engine Design.

Recognition of the motorcycle as an important factor in the world of mechanics has been accorded by the Technical High School of Springfield, Mass. It has added to its curriculum a course covering the construction of motorcycle engines. Many of the students have designs on the payroll of the local motorcycle factory.



RIGHT TO VOTE AT BUFFALO MEET

Instruction and Warning to Members and Clubs by Federation of American Motorcyclists.

Printed on new, fresh, crispy paper, two circular letters and copies of the by-laws of interest to F. A. M. clubs and members are being sent out by Secretary Gibson. The first epistle, which is signed by President Willis and Secretary Gibson has to do with the new form of government of the F. A. M., whereby the clubs are permitted to send delegates to the national assembly on a pro rata membership basis, these representatives to conduct whatever business pertaining to the organization may come before them, and having full voting power if they have proper credentials.

In the circular, which is being sent to club secretaries, attention is called to article 8, sections 1-7 inclusive of the by-laws, which outline the procedure for selecting delegates in accordance with the constitutional amendment adopted at the 1910 national assembly.

Clubs are allowed to send one delegate to the national assembly for each 25 members or major portion thereof in good standing, said delegates to be selected by election. Alternates also are chosen at the same time, to attend should the regular delegate be unable to do so.

Before electing delegates or alternates, clubs are requested to forward to Secretary Gibson corrected typewritten lists of members so that he may know just to how many delegates each club is entitled. It further is requested that clubs forward this membership data 30 days before the national meet, the dates of which will be announced shortly. Clubs also are cautioned to send their best men as delegates, as it is the delegates who will have the shaping of the F. A. M. affairs the coming year.

The delegate form of government, it clearly should be understood, does not bar any F. A. M. member from the national assembly, even though he be not a delegate, but, of course, he has no vote on questions that may come up. The delegate system was adopted to simplify the conduct of affairs at the annual meetings which were growing unwieldly with the increase in membership under the old form of individual voting.

In the second circular secretaries of affiliated clubs are requested to furnish the national secretary with lists of members in order that he may unravel the few remaining tangles to which the present incumbent fell heir from his last two predecessors. It also is desired to keep a card record of each member, with a complete history of his F. A. M. pedigree.

Further in connection with the Buffalo convention he gives a warning notice, so that there will be no misunderstanding as to who can vote and who can not. His notice is as follows:

"As most all F. A. M. members know, the business of the F. A. M. at the next annual meet, held in Buffalo this summer, will be transacted by delegates chosen first from the membership of the affiliated clubs and then from the F. A. M. membership at large.

"Data bearing on this delegate apportionment will be taken from the file cards of the members in the office of the national secretary.

"Only fully paid up memberships will count. The same condition will exist as to the membership in general; for only a fully paid up membership card will admit to the pleasures in store for us at Buffalo.

"The national secretary wishes to give this timely notice, so that no member will have cause to regret his lack of promptness in keeping square on the books.

"The national secretary, with his assistant, will keep stated office hours in rooms at the official hotel in Buffalo during the meet, where he will be prepared to attend promptly to any F. A. M. business which may be brought to his notice. He will have a complete supply of F. A. M. matter, and will be able to supply to any member anything he may wish. Due notice as to these office hours will be given in the trade popers shortly before the meet."

FROM A CYCLIST IN HER SIXTH YEAR TO—



Her father, George Wagner being at that time a bicycle manufacturer, Miss Clara Wagner in her sixth year became a cyclist. Her bicycle was hand-made throughout, and was the smallest juvenile machine at that time.

NORTH SHORES TO TRY JOINT RUN

Chicagoans Arranging to Meet Other Clubs at Half-Way Points—Wickwire in the Windy City.

Following the suggestion originally advanced by the Cincinnati Motorcycle Club and which is being actively pushed by the Redskin Motorcycle Club, of Monroe, Wis., the North Shore Motorcycle Club, of Chicago, will hold a joint club run on Sunday, 30th inst., going to Valparaiso, Ind., about 52 miles away, where it will meet the South Bend Motorcycle Club riders, who will come from the other direction. This will be the first run of its kind that the club has attempted and others are expected to follow. Road Captain Leander, the endurance rider, is corresponding with a number of clubs within a 200-mile radius of Chicago, arranging runs to half-way points on future dates.

The three Sundays following the Valparaiso run will be given up to runs to the Hawthorne track, where the racing men will practice for the big meet on Memorial Day. The club is considering putting on a few professional events for this meet and several fast riders are waiting for definite news with great interest. One of these is Rex Wickwire, the star Indian racing man of San Antonio, Tex. Wickwire came to Chicago several weeks ago and is employed by the Edwards-Crist Mfg. Co. He says he will have his machine sent up from Texas and will ride if the "pro" events are put on. C. R. Crist was down in Texas during the winter and saw Wickwire ride in one of the meets there. He says that none of the northern cracks can show him anything, and the statement is borne out by the fact that Wickwire did the mile in 50 seconds on a three-quarter mile track, which was not any too good, taking the measure of Arthur Mitchel. He also had a good position in the last of the Mardi Gras races at New Orleans when he was forced to retire by the breaking of a chain. In person, Wickwire is a quiet, steady-eyed little fellow and has made a very favorable impression upon the members of the North Shore club.

Buffalo Got All but One F. A. M. Vote.

In the struggle for the 1911 national meet of the Federation of American Motorcyclists, the cities of Buffalo and Indianapolis were not as evenly matched in the voting on the part of the F. A. M. directors as had been supposed. F. I. Willis, president of the F. A. M., has just announced the result of the vote, showing that Buffalo's majority was overwhelming. Willis and Earle L. Ovington did not vote. Those who voted for Buffalo were G. H. Hamilton, R. G. Betts and Dr. J. P. Thornley, of New York City; E. M. Estabrook, of Bangor, Me.; W. F. Collins, of San Francisco, and E. L. Buffington, of Providence, R. I. One vote was cast for Indianapolis by Charles F. Ball, long a dealer in that city, but who dated his vote from Oklahoma City, Okla. The dates for the national meet at Buffalo will be set for the second week in July.

Baltimoreans Romp Up Finksburg.

Finksburg Hill, which is between Baltimore and Westminster, Md., no longer has any terrors for motorcyclists. The pimple, long and rough, still is on the job as actively as ever, but the lusty motors of today romp up with ease, where the small engines of earlier days often used to "die." On a recent joint run of the Baltimore and Maryland Motorcycle clubs to Westminster the riders took great delight in conquering Finksburg in retaliation for the indignities of walking and pedaling which it frequently inflicted on them in the past. At Westminster the motorcyclists enjoyed a fine dinner at Main Court Inn.

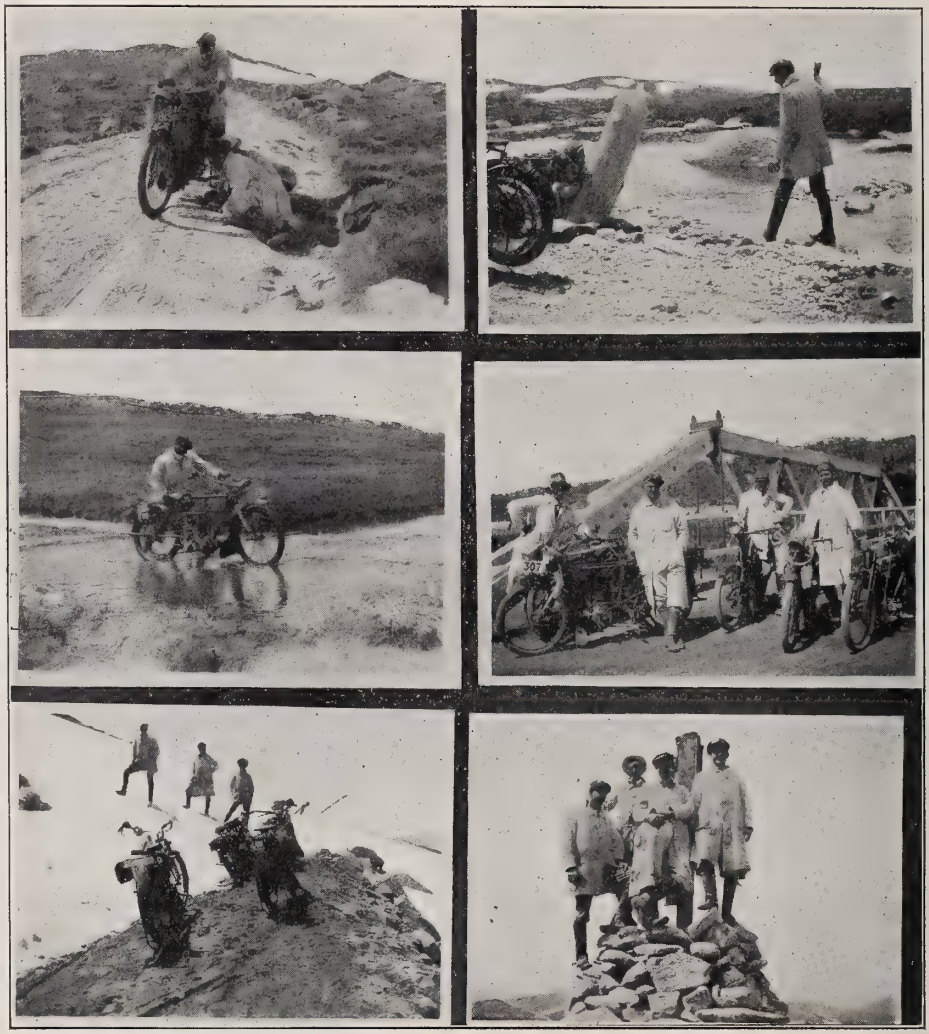
The Superior Motorcycle Club has been formed in Superior, Wis. It expects to have about 50 members before the season is over.

—A MOTORCYCLIST AT SIXTEEN YEARS.



In the interval, the Wagner Motorcycle Co., St. Paul, Minn., of which George Wagner is president, was created and the picture shows Miss Wagner on her first Wagner motorcycle. Her achievements in reliability competitions are notable.

From Hot to Cold on a Trip to "The Roof"



From balmy air and warm sunshine to bleak snows and sunshine that itself seemed cold, and thence back again to where the thermometer dallied in the upper register, all in an Easter holiday tour of 800 miles, is the experience of four daring motorcyclists who visited "The Roof of Australia" in an expedition from Sydney, N. S .W. One cannot go 800 miles in the great Australian continent without striking a great deal of variety both in topography and climate, and the quartet had its full share in the variety line, sounding both extremes of temperature on the trip. The machines used were N. S. U., Triumph and Rex. The first picture, in the upper left hand corner of the group, shows the twin Rex under examination for the purpose of discovering why it should develop the asthma in climbing mountain grades, and its carbureter was finally given plenty of air for the rarified mountain atmosphere. The picture on the right in the top row is entitled, "Snowballing by the Snowy River, the stream of which the Australian poet is so fond of singing." At the left in the middle row is a glimpse of one of the many streamlets that had to be forded in the trip. The view on the right was taken near Queanbeyan and on the site of the proposed Australian capital, which the projectors would model on the lines of the city of Washington, D. C., as a politically "neutral" governmental center removed from the commercial cities. The snow picture in the bottom row was taken on Mount Kosciuscko, three miles from the summit and 6,000 feet above sea level. This is the highest mountain in Australia, and is sometimes known as the latter's "roof." On the right in the bottom row, the motorcycle tourists are seen at the "trigonometrical cairn," marking the highest point on the continent, at the very summit of Mount Kosciuscko, where they indulged in the mild vandalism of carving their names on the post. They did not ride their machines to the very summit, as the heavy snow on Kosciuscko's top completely blocked their path as they neared the "cairn," so the short distance was made on foot.

Speed Means Safety for Safe Blowers.

Always quick to adopt any new device that will assist them in the successful practice of their exacting profession, safe blowers have taken to the motorcycle as a quick and safe method of transportation in making a raid and effecting a quick "getaway," according to the Los Angeles (Cal.) authorities. The police of that city and Ocean Beach, the latter a residential suburb, are looking for two men dressed as motorcyclists and riding motorcycles, whom they suspect of having blown the safe in the tax collector's office in the Ocean Beach City Hall early on the 21st inst. There was only $75 in the safe, but the men were scared away before they got even that. Two men riding motorcycles and dressed in a manner comporting with that pastime called at an Ocean Beach garage very early on the morning of the attempted robbery and made suspicious inquiries about the policing of the road to Los Angeles, claiming that they were looking for a car that had been stolen. It later developed that they had reported no theft to the police and that no car was stolen that night in that place, which causes suspicion to be directed to them.

Cop Chases Cop in Joy Ride Race.

Motorcycle Policeman Weber, of Chicago, Ill., had the unpleasant duty of arresting a brother officer, Michael Mulvey, of the sidewalk squad, on the charge of "joy riding," one night last week. Mulvey sent word to the station that day that he was sick, but late that night he was caught by Weber tearing down Garfield boulevard in a limousine. When Weber commanded the chauffeur to stop, Mulvey, it is alleged, told him to "go jump in the lake" and attempted to do him bodily injury when Weber finally succeeded in stopping the car. Mulvey was in uniform at the time, but wore a rose that concealed his star. He now is under suspension.

Hawkeye Highway to Sioux City.

To motorcyclists contemplating a trip involving the crossing of Iowa, the announcement of the new highway in that state, 285 miles in length, will prove good news. The road, which is now in process of construction, is to be called the Hawkeye Highway, and will extend from Dubuque to Sioux City. Since the famous "River to River" highway, running from Davenport to Omaha, was completed last year the legislature and the people of Iowa have evinced a further and growing enthusiasm over good roads and are making an effort that this latest road will be a model of its kind and a great credit to the state.

Pomona Run Attracts Tandems.

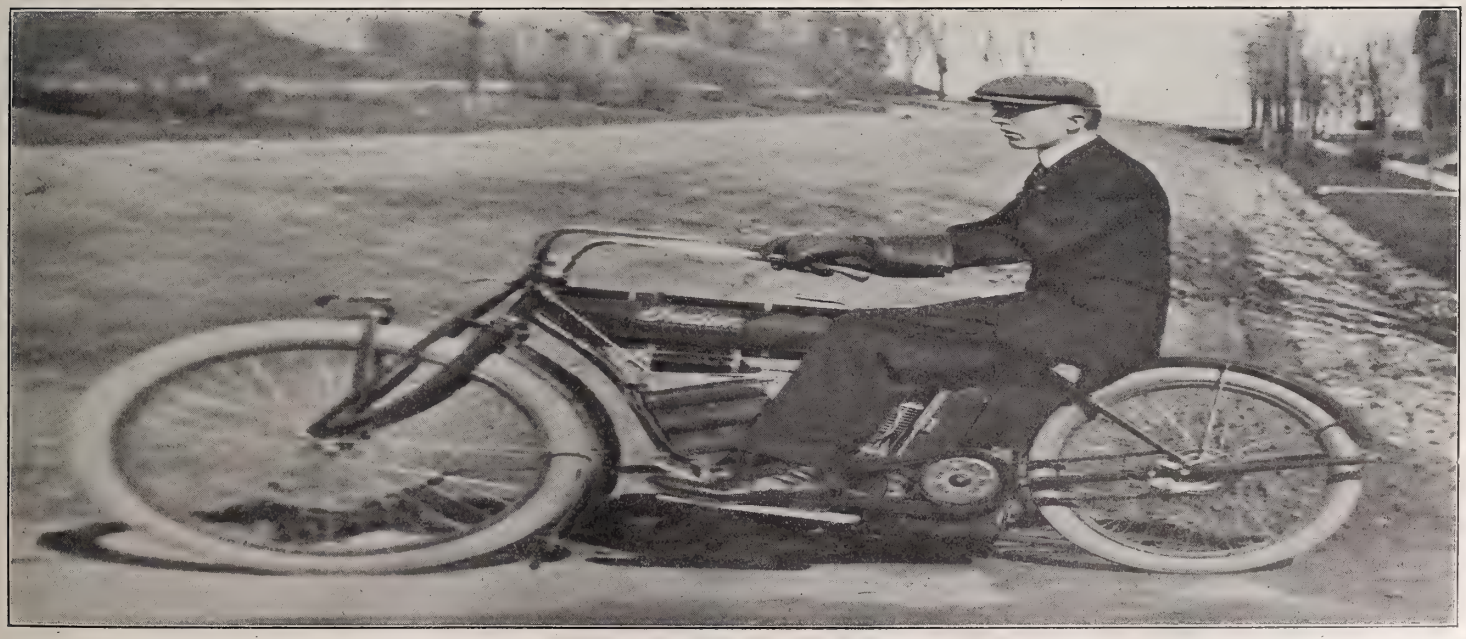
More tandem motorcycles than on any previous club run, were present on the Los Angeles (Cal.) Motorcycle Club's run to Pomona on the 9th inst. Over 80 machines, including tandems, made the trip.





"FLEXIBILITY" AND "VARIABLE WHEELBASE."

SINCE photographic evidence is generally free from question, it will be apparent that the publication of the accompanying pictures at once discloses the existence of phenomena of so remarkable a nature that they are certain to stir the whole motorcycling world. The contemplation of the possibilities revealed is in itself staggering. As is made plain by the pictures, the rider shown, starting with his machine in normal shape, can shorten his wheelbase for dirt track racing if he desires. If he is being beaten in a neck-and-neck finish in the stretch, he has but to lengthen his wheelbase, as indicated in the bottom illustration, the necessary distance to win by a nose. The shortened wheelbase, as in the right hand view, also is exceedingly useful in avoiding collisions with trolley cars and the like, provided the rider is running with normal or lengthened wheelbase and effects the change to short wheelbase quickly enough. Then, too, "flexibility" has long been a desideratum of the designers. Here "flexibility" is manifested with a vengeance. When reduced to commercial practice, there will be "millions in it."



EVERY COUNTRY GETS A CHAMPION

Indiana Motorcycle Club to Stir Up the State's Enthusiasm—Lantern Parade and Mystery Run.

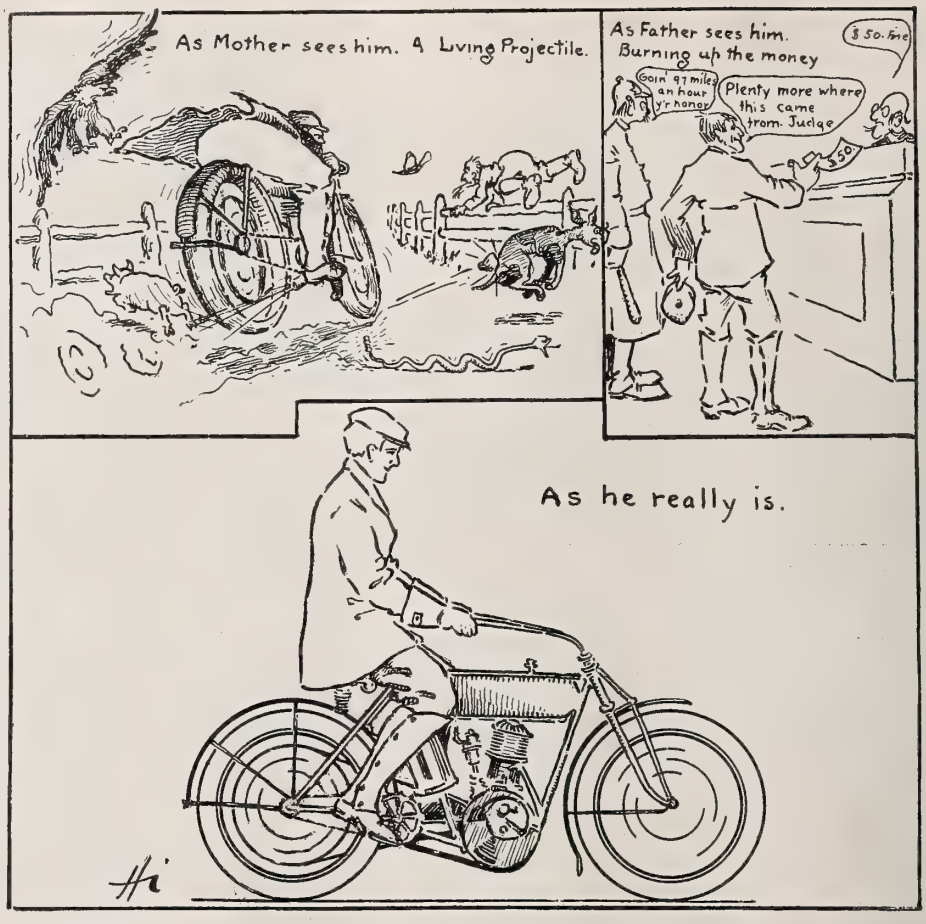
What with downtown lantern parades, "mystery" runs, tours, race meets and social affairs, the Indianapolis Motorcycle Club could not plan a busier summer even if Indianapolis, Ind. had been successful in winning the 1911 national meet of the Federation of American Motorcyclists. The club is preparing to hold 15 motorcycle meets in the state during the next few months, the meets to take place at various county seats where there are good fair ground tracks and where satisfactory crowds of spectators may be drawn.

To show that there are no hard feelings, the club has adopted resolutions that are to be sent to Buffalo, congratulating the Buffalonians on their success in getting the F. A. M. meet and wishing the Buffalo Motorcycle Club great success in the conduct of the meet. The club will send a big delegation to Buffalo. If Indianapolis had been awarded the meet, the Indiana club would have started work at once on the club house that it intends to build and would have had it finished by July. Now the plans are changed and the club will not start to build until the first of September. The old club house has been revarnished, repapered and refurnished, so that it will serve satisfactorily until September.

Of the 15 motorcycle meets that it is planned to hold, the first will probably be held May 6 or 7 at Noblesville or Martinsville, Ind. Six races will constitute each program. Four are to be closed events exclusively for members of the club; one is to be an open event and the last event will be for the county championship in each case, open only to riders of the county in which the race is held. Belt and chain machines will be run in separate events at times, but the usual restrictions as to cubic inch piston displacements and other F. A. M. requirements will be in force.

Six men are behind the venture, selected by the club last week. They are John Kinney, Ray Scott, John Hole, William Bowers, Erwin G. Baker and Harry Graf, the latter being the chairman of the committee. Each is putting up a certain amount of money to back the racing venture. The purpose of the races, it is stated, is only to make money for the Indiana Motorcycle Club and to interest people in all parts of the state in motorcycle riding. John Kinney says:

"In every county in Indiana there are a hundred riders where there should be 500, and we intend to interest the people in motorcycling. Prizes to the value of $25, $15 and $5 will be given for first, second and third, respectively, in each event. We are not going to take chances on any man's life in these races, where the tracks are small, and if necessary will run the races in small heats instead of letting too many riders on the track at once."



The club's "mystery" run will be held on Decoration Day, starting at 8 o'clock in the morning. The run will last an hour and a half, and none of the contestants will know where it will end. An entry fee of one dollar will be charged and each rider will get a souvenir valued at a dollar. The officials of the club state that if the riders are not satisfied they will get their money back. The reason for so short a Decoration Day run is that there is a big automobile speed contest scheduled for the motor speedway at 10 o'clock and most of the motorcyclists want to be there after the "mystery" run is over.

Some evening about the middle of May the club will hold a lantern parade in the downtown streets of Indianapolis, like the old-time bicycle lantern parades. This will be followed by a smoker and banquet at the club house. All the riders of the city will be invited to attend. The lantern parade was to have been given last week, but was postponed.

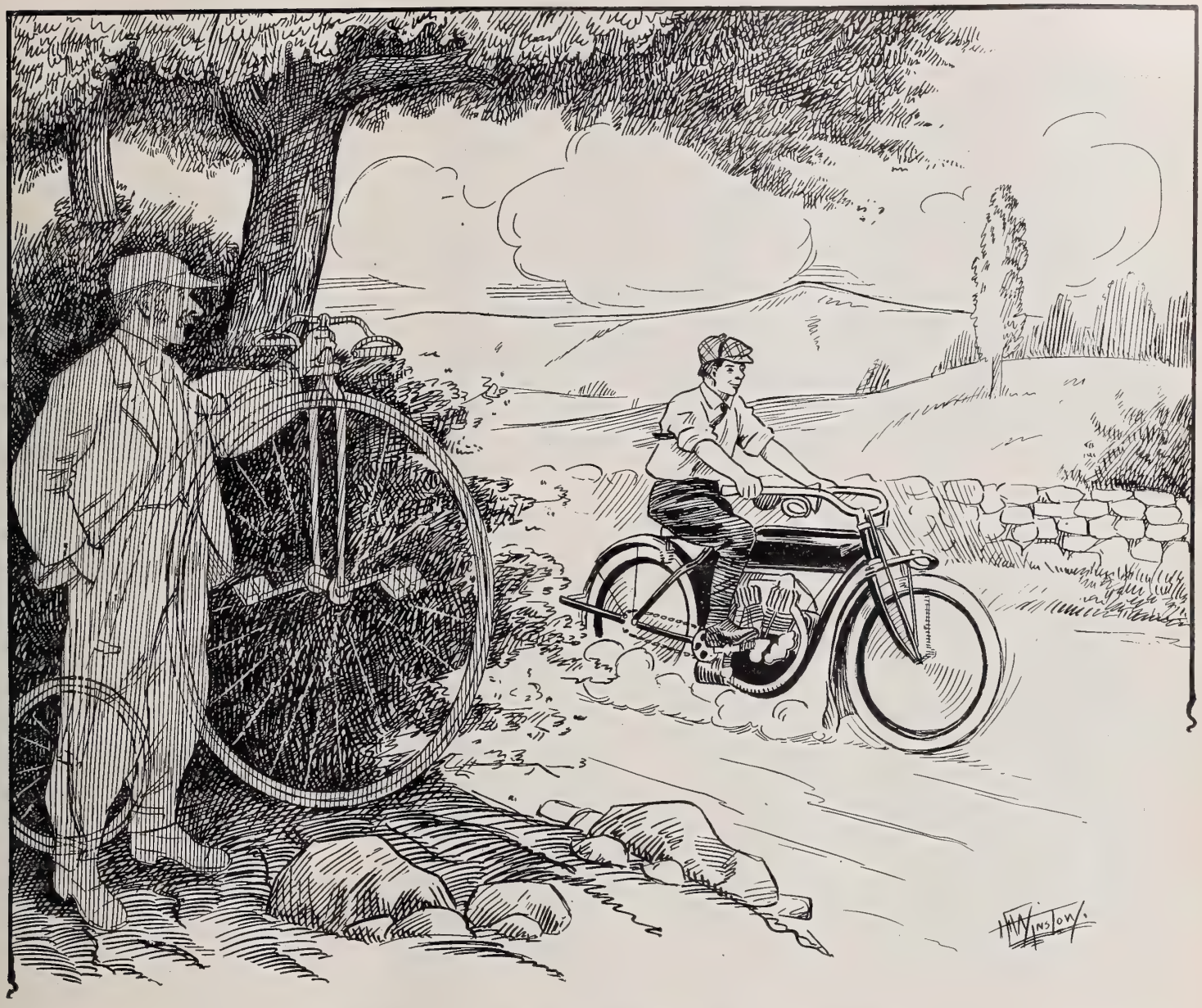
On the Fourth of July a big race meet will be held by the club either at Indianapolis or at Ft. Wayne. Many of Indiana's motorcyclists will be at the national F. A. M. meet in Buffalo at that time, but enough will remain to assure the success of the affair. One thing is certain, and that is that if the meet is given in Indianapolis it will not be held on the motor speedway, as the management of the speedway wants $500 for the use of the track for one day. The state fair grounds probably would be chosen.

In August the club will give a 200-mile reliability run to West Baden, Ind. and return. Prizes will be given. West Baden is about 135 miles from Indianapolis, so the riders will check in about 30 miles south of Indianapolis on the return trip.

System Helps the Western District.

Great progress has been made in the Western district of the Federation of American Motorcyclists under the direction of Vice-president Perrin B. Whitney, following the adoption of the system which has proved so successful for Vice-president Wilber in the Eastern district. A complete card index system is in operation, whereby all matters relating to memberships, sanctions and the like, are taken care of on time. The general conditions in the district are excellent. Every expense has been paid and there is a substantial sum remaining in the treasury, while new members are being added steadily. Whitney's card index has overflowed the drawer originally used for this purpose in his desk and is rapidly filling up the additional drawer assigned to it.

An Envious Shade



"Great Scott! To see what I missed by being born too soon!"

Motorcycles Do a "Wireless" Act.

Followers of the horses who like to lay a bet on a "sure thing" or on a likely chance had reason to be grateful to the motorcycle recently when the "racing extra" editions of the New York newspapers were enabled by means of the motorcycle to include the results of a big race meet held at Norfolk, Va., under the auspices of the New York Jockey Club. The authorities would not allow the managers of the race meet to establish either telephone or telegraph communication with the city, and as a result the newspapers had great difficulty in securing reports. This was especially inconvenient for some of the New York papers who were represented on the ground. In this emergency Ball & Co., the agents in Norfolk for the Indian, made arrangements with the New York Evening Telegram to transmit the latter's racing results news, and by the aid of Indian motorcycles regular trips were made from the track to the newspapers and telegraph offices in the city, enabling the results to be announced almost as quickly as had previously been done by means of a direct telegraph wire.

Mayor in San Francisco's Club.

It is not every motorcycle club that can claim the chief executive of its city among its members, which is one of the reasons why the San Francisco (Cal.) Motorcycle Club points with pride to the fact that Mayor McCarthy is an active member. The club now has over 300 names on the roster and is growing steadily. Its membership has been greatly stimulated by the rival activity of two membership teams.

Gasoline Scout Corps in Toronto.

Military motorcycle scouts for the Canadian militia are to be recruited from the membership of the Toronto Motorcycle Club, of Toronto, Ont. The club has decided to organize a scout corps, and General Cotton, commanding the Ontario Division of the Canadian army, has "cottoned" to the proposal. It is probable that the motorcyclists will sign for three years. The corps is to be composed of 22 riders, who will be supplied with uniforms and all equipment except their machines. They will be given all the oil and gasoline they require while on duty. They also will receive $1.50 per day each when in camp. The corps is to be composed of 22 riders, quired to do foot drill, but they will be called upon to do signaling and scouting, together with some messenger work.

Cleveland, Spokane and Houston Contribute, Respectively, Three Group Photographs



Trained in ways of hardihood by eating De Klyn's cake, breathing soft coal, listening to Max Hayes talk socialism on the square, and looking at the Soldiers' and Sailors' monument, the motorcyclists in Cleveland stop later and commence earlier on their riding season than do most riders in the Middle States, and a considerable proportion keep riding all the year around. It was nothing, therefore, for the Cleveland motorcycle dealers to be giving social runs while yet the enthusiasts in other cities were doing no more than looking at the calendar and wondering when riding weather would come. The illustration shows a group at the start of one of these dealers' runs some little time ago. One virtue of the early runs is that those who take them know the country thoroughly when fine weather does arrive and while late beginners are still experimenting and exploring.



So there would not be one of these straggly starts, where everybody shows up or not as he pleases, and starts out when he feels like it, the Spokane Motorcycle Club, of Spokane, Wash., dated all its members up to be in the group photograph that the club arranged to have taken just before the start of the first club run of the season. It worked great. The photograph itself—but you can judge for yourself, by the reproduction on our right, ladies and gentlemen. But anyway, the effect was to have all the riders there, and when once Road Captain Auld got his eye on them, nobody strayed away. There were about 40 in the crowd. The run was a ride over all the paved streets in the city and then out to the Spokane country club, just to give the roads outside the city a gentle tryout.

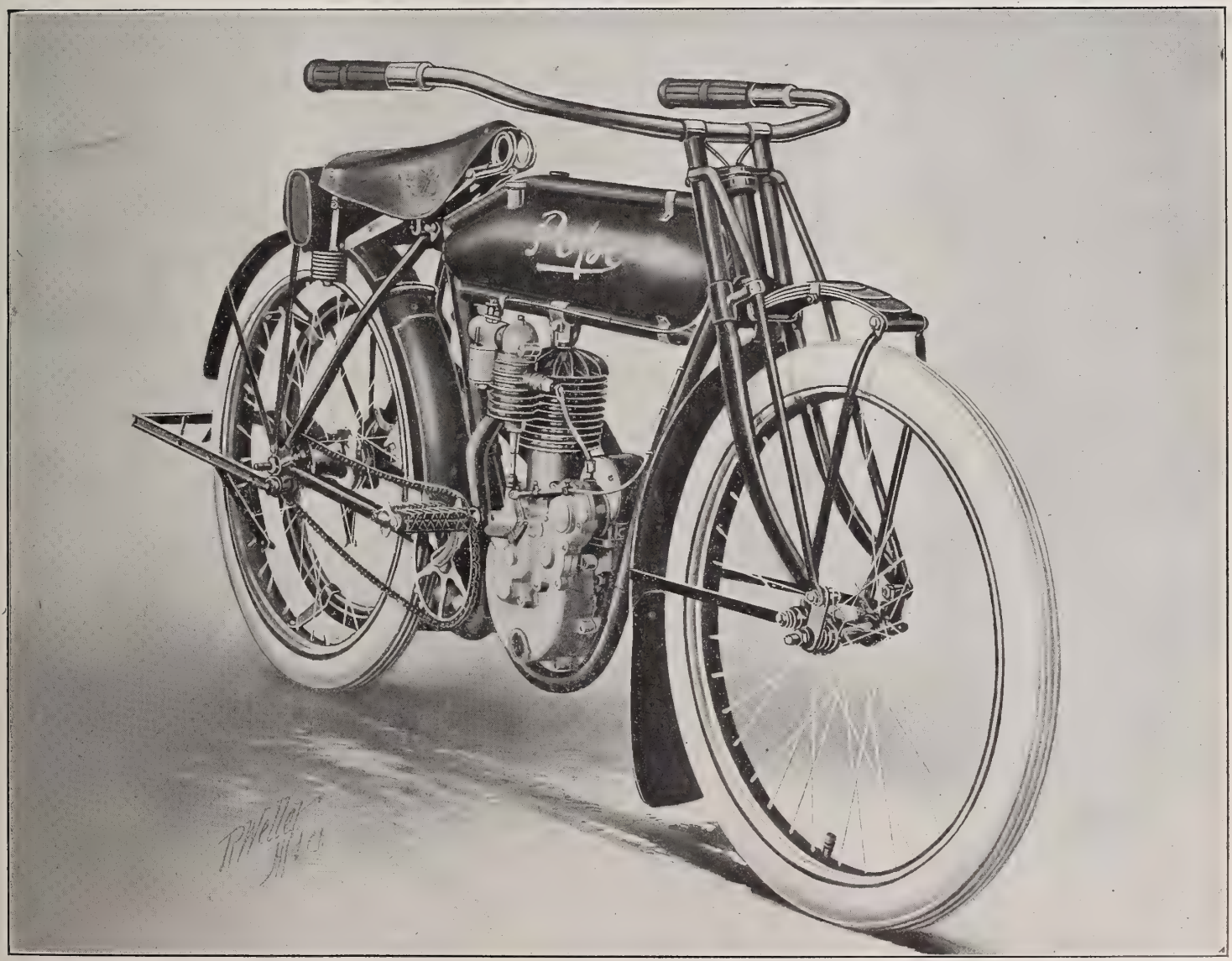


When an elevated railroad guard on a Third avenue "L" train in New York City comes to the station marked "Houston Street," he slams the gates open, yanks the door and lets out an inarticulate evocation that is something between a bellow and a whine. What he cons himself into thinking he is saying is "Howston" street, which is the way they pronounce it in the metropolis. But down in Texas the same combination of letters is pronounced on the "Hugheston" order, like Houston himself pronounced it, and it is from the city whose name is pronounced that way the photograph came. It was sent up by Austin Burges, the Indian agent, and is marked as being "A few more of the boys of the Sunny South who wish the Bicycling World and Motorcycle Review a great success for the coming year."

What Representative Motorcycle Makers Offer

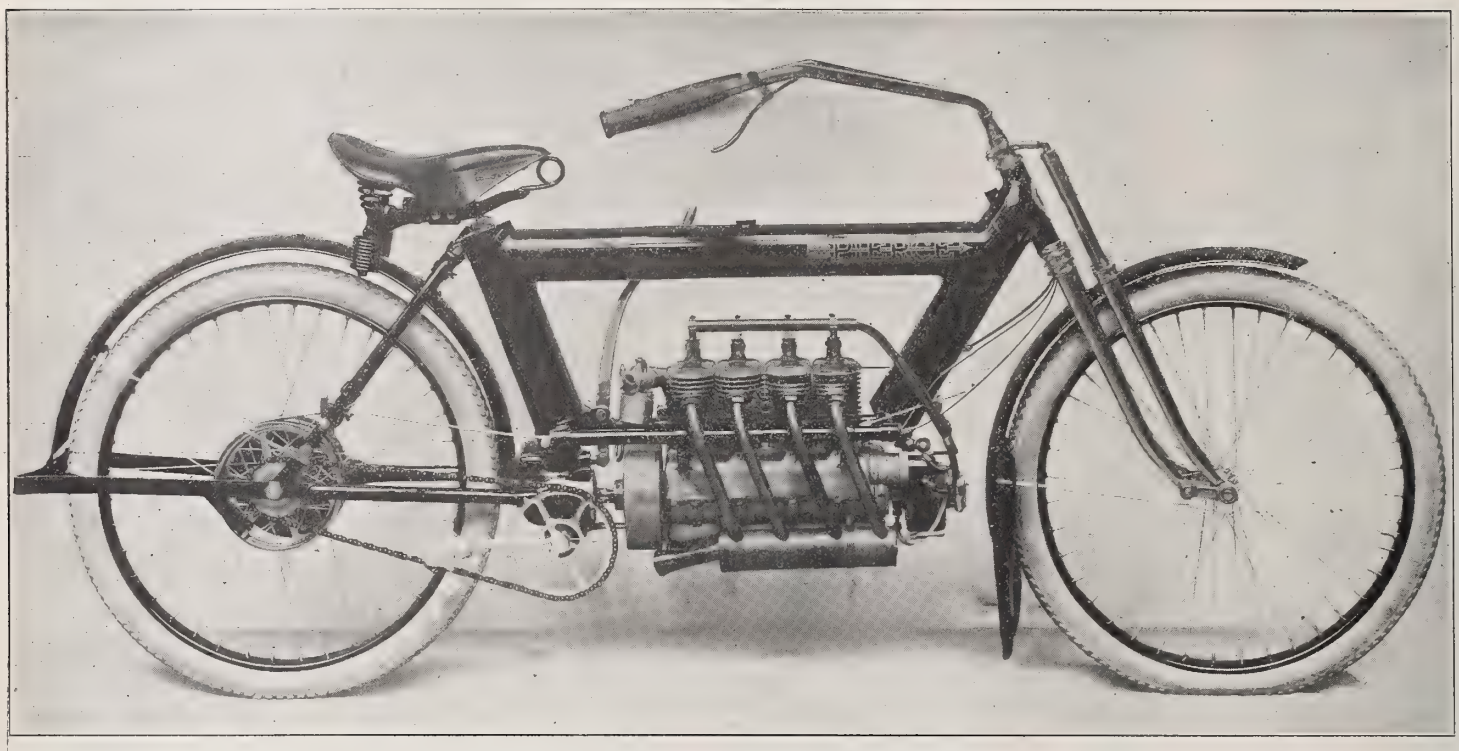
WIDE CHOICE AFFORDED IN 1911 MODELS—MACHINES EMBODY RESULTS OF KNOWLEDGE ACCUMULATED FROM PREVIOUS YEARS—GREAT RANGE IN POWER, PRICE AND IN ESSENTIAL ELEMENTS OF DESIGN—BOILED DOWN FACTS REVEAL CHARACTERISTIC AND INDIVIDUAL FEATURES OF VARIOUS MAKES

POPE—Pope Mfg. Co., Hartford, Conn.

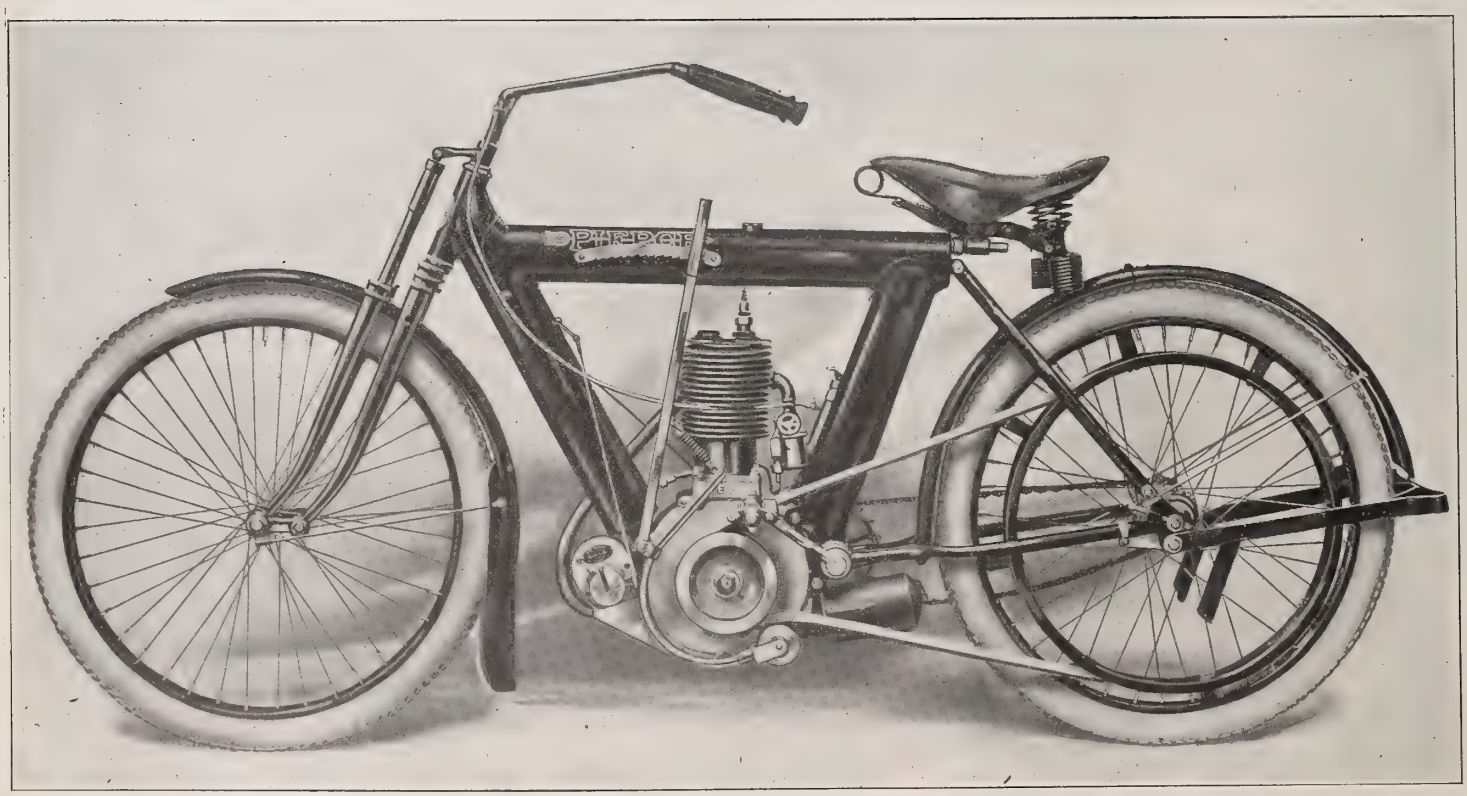


Pope single cylinder, 3 h. p., V belt drive; lightweight; magneto; long stroke; leaf spring fork; 26 in. wheels; internally ribbed frame; drip feed splash oiling; double grip control; one piece cylinder and head; automatic inlet valve; 54 in. wheelbase; 2¼ in. single clinch tires; coaster brake; double-stem handlebars; quick hanger adjustment; low riding position. Price, $175.

PIERCE—Pierce Cycle Co., Buffalo, N. Y.

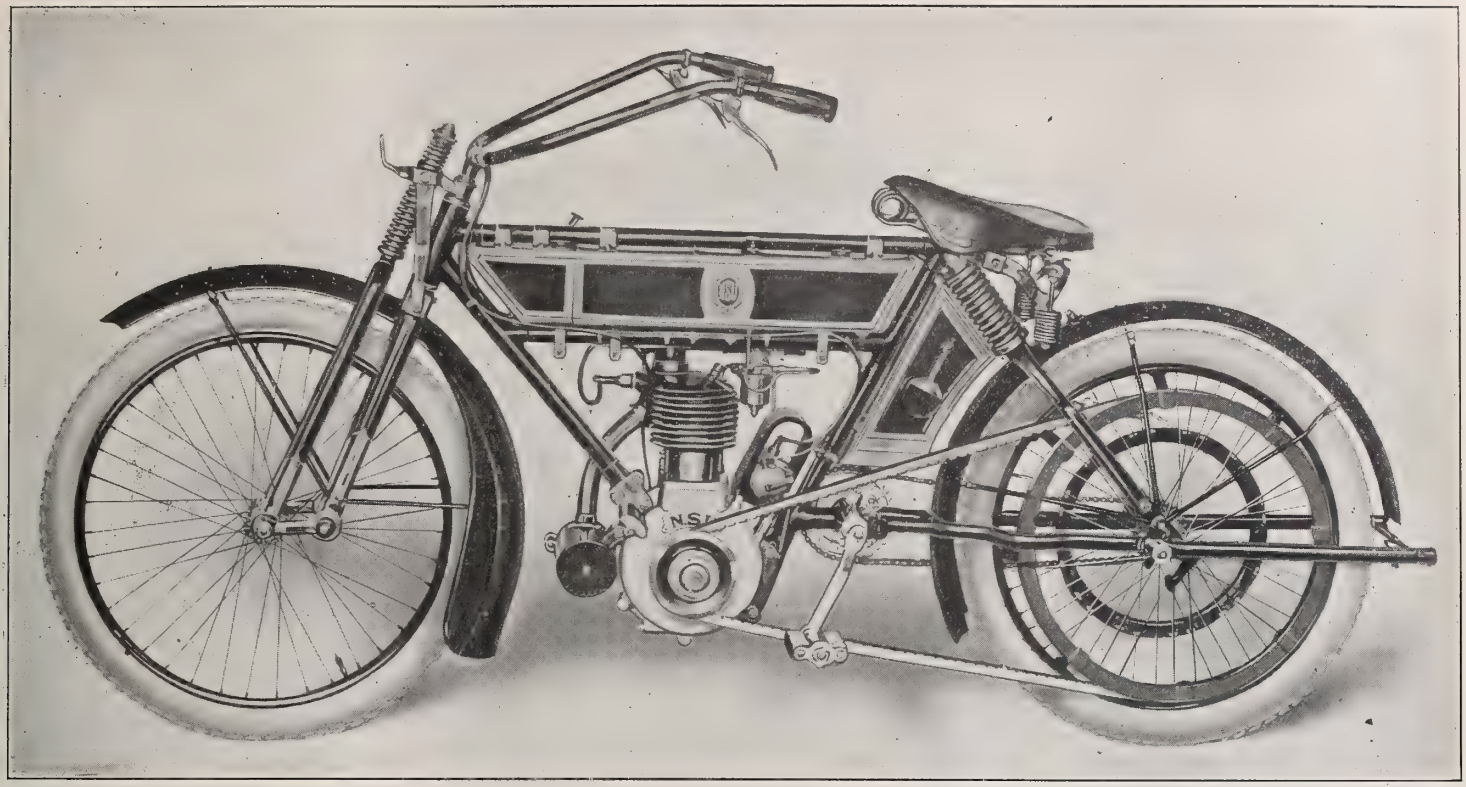


Pierce 4 cylinder, 6 h. p., two-speed, shaft drive; tanks in frame; cartridge spring fork; mechanical valves; mechanical oil pump; disk clutch; sliding gear transmission; two brakes; magneto; double grip control; 28 in. wheels; 2½ in. tires; 60 in. wheelbase; enclosed drive; ball bearing transmission and propeller shaft; interlocking mechanism prevents engagement of clutch before gears are engaged. Price, $400.

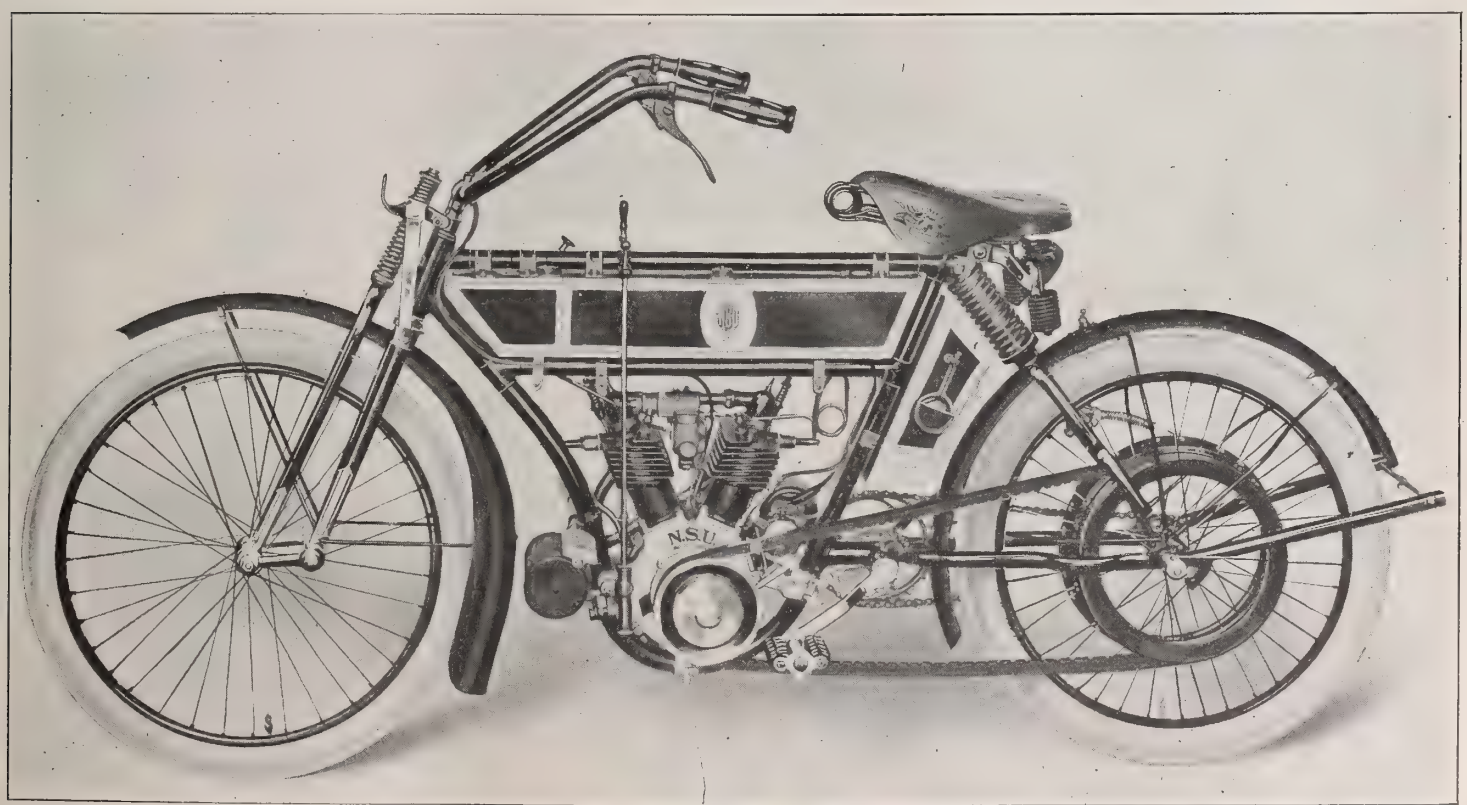


Pierce single cylinder, 5 h. p., flat belt drive; long stroke; ball bearing crank shaft; mechanical valves; one piece cylinder and head; tanks in frame; free engine effect through hand operated idler; cartridge spring forks with ball bearing links; hand pump oiler; 28 in. wheels; 2½ in. tires; 54 in. wheelbase; coaster brake; hinged rear guard. Price, $250.

N. S. U.—Imported by N. S. U. Motor Co., New York City.

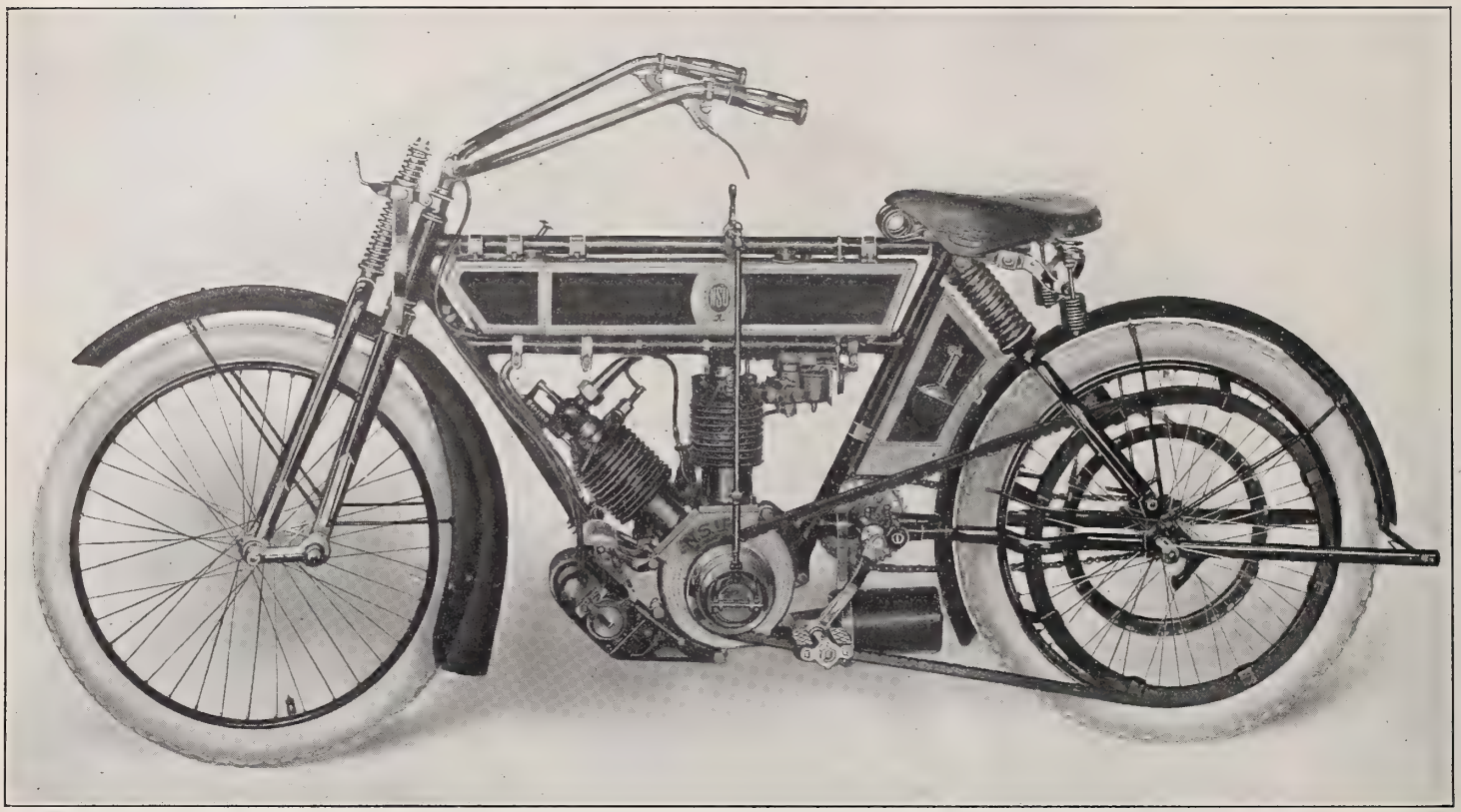


N. S. U. single cylinder, 4 h. p., V belt drive with adjustable pulley; spring frame and forks; mechanical valves; combination bail and bronze crank shaft bearings; magneto; one piece cylinder and head; handlebar control; double brakes; metal tool box; 26 in. wheels; 2¼ in. tires; 54 in. wheelbase; horizontal sliding seat post; quick demountable rear wheel. Price, $325.

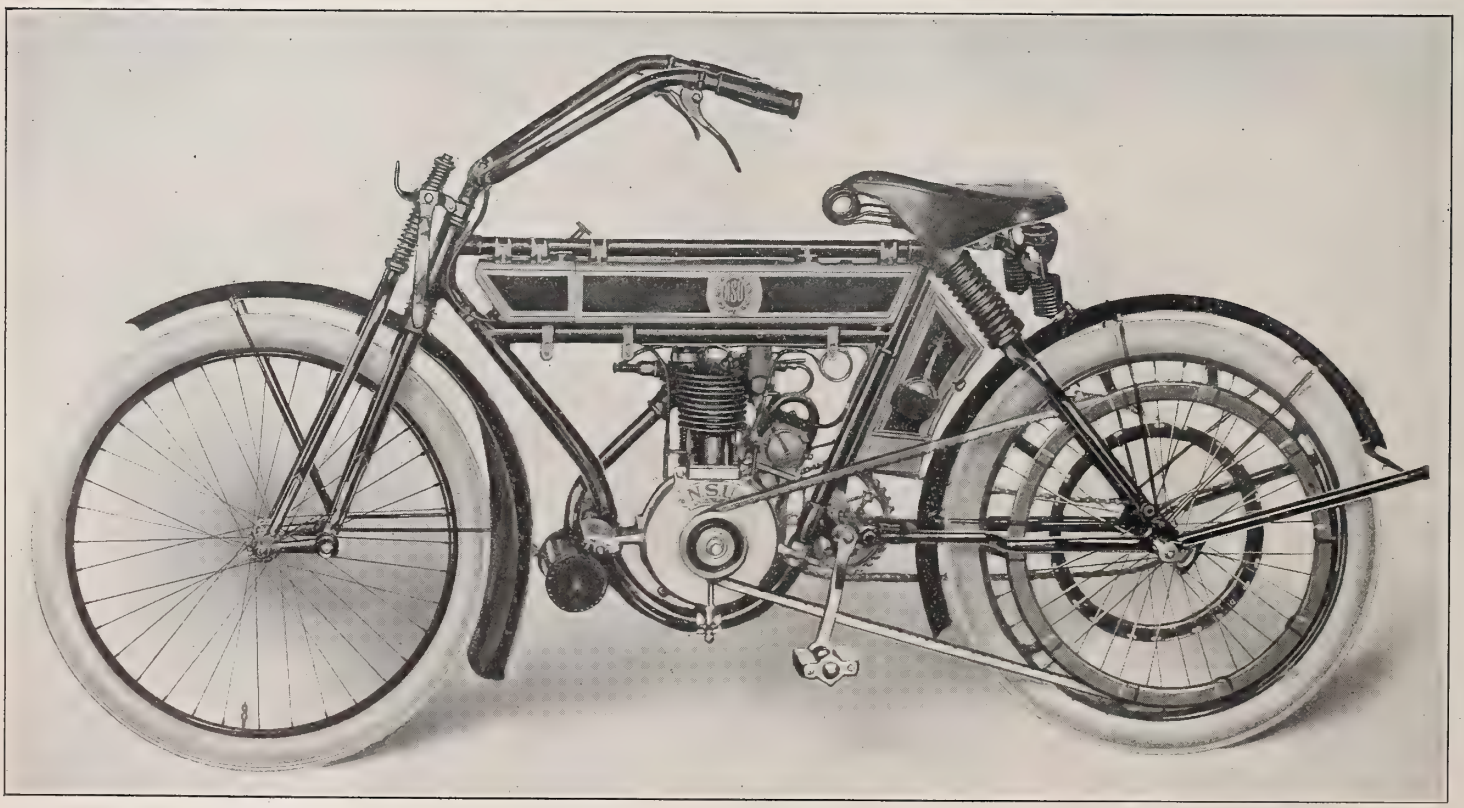


N. S. U. twin cylinder, 3½ h. p., "undergeared" V belt drive; magneto; spring frame and forks with reinforcements; mechanical valves; double brakes; free engine effect through floating drive pulley; high road clearance for rear pulley through undergearing motor, and pulley diameters easier on belt; 26 in. wheels; 2¼ in. tires; 53 in. wheelbase; raised V bars. Price, $300.

N. S. U.—Imported by N. S. U. Motor Co., New York City.

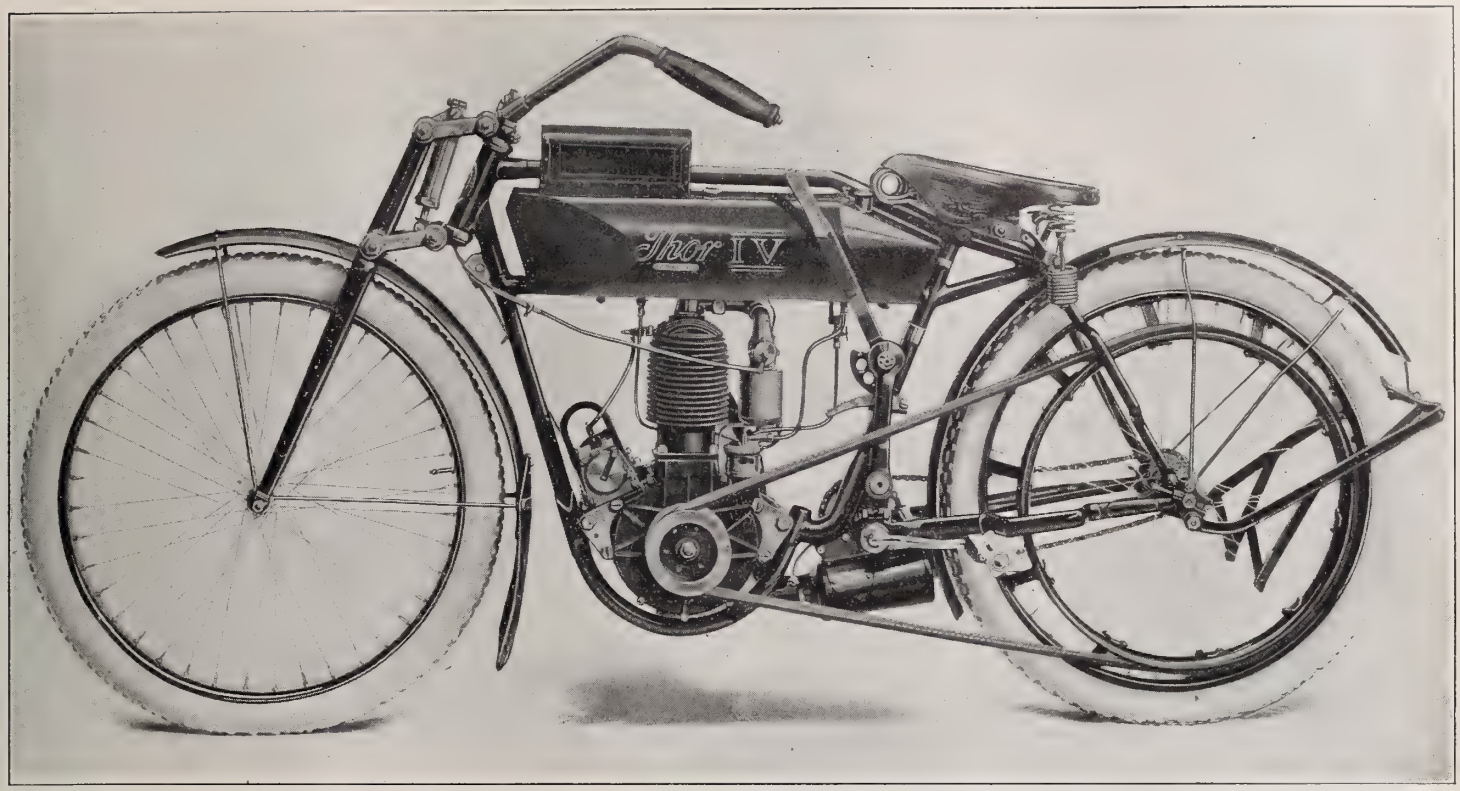


N. S. U. twin cylinder 6 h. p., V belt drive; rigid frame and spring forks; enclosed magneto; mechanical valves; adjustable pulley; double brakes; raised V bars; handlebar engine control; metal tool box; hinged rear guard; 26 in. wheels; 2½ in. tires; 56 in. wheelbase. Price, $375. Luggage carriers, foot rests and two-speed gears extra on all models where applicable.

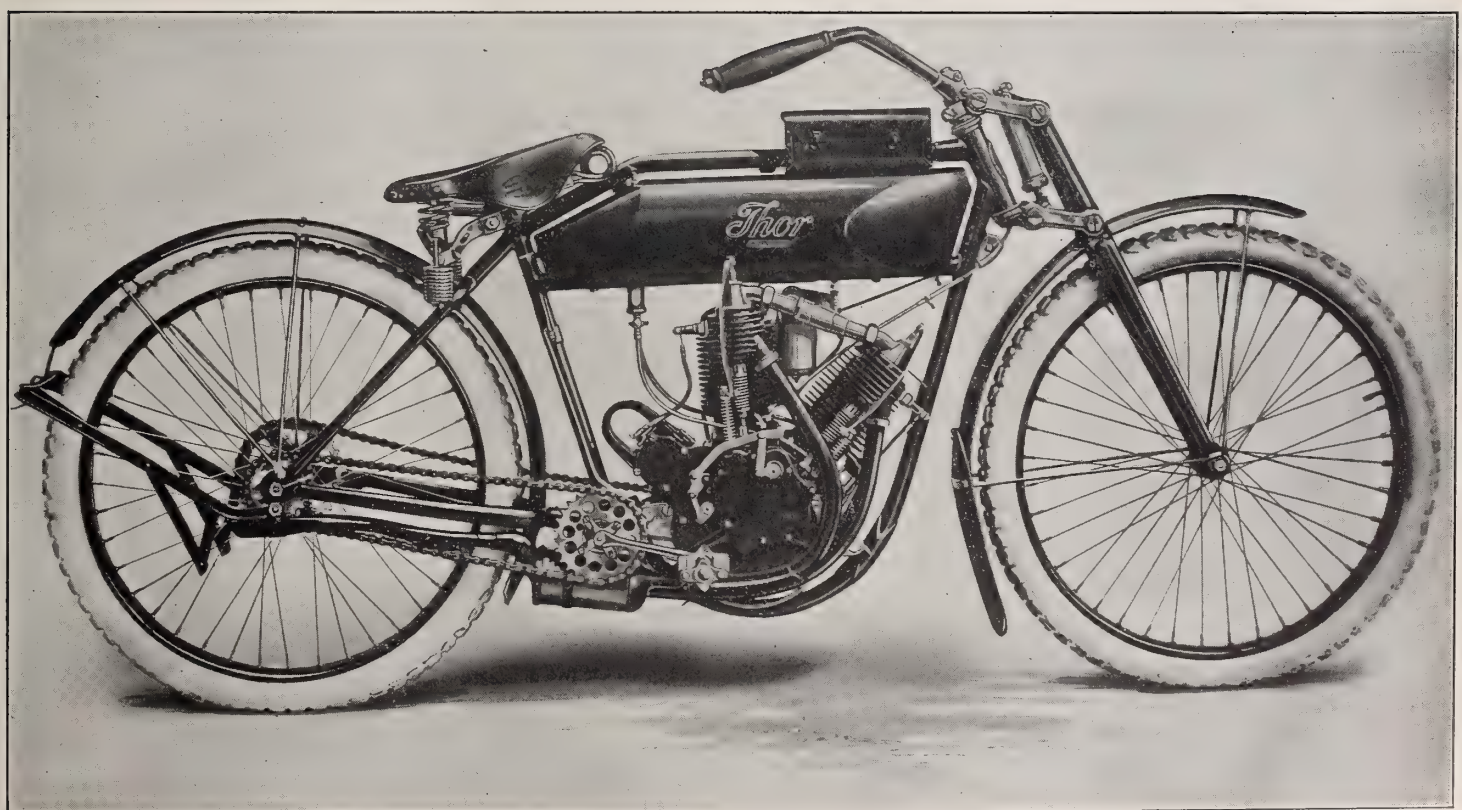


N. S. U. single cylinder 2½ h. p., V belt drive; magneto; spring frame and fork; mechanical valves; variable drive pulley; double brakes; handlebar control; automatic stand lift; detachable mudguards; automatic carbureter; 26 in. wheels; 2 in. tires; 53 in. wheelbase; cut-out switch integral with bar; gasoline gauge; brass tanks; frame and forks ribbed internally. Price, $250.

THOR—Aurora Automatic Machinery Co., Chicago, Ill.

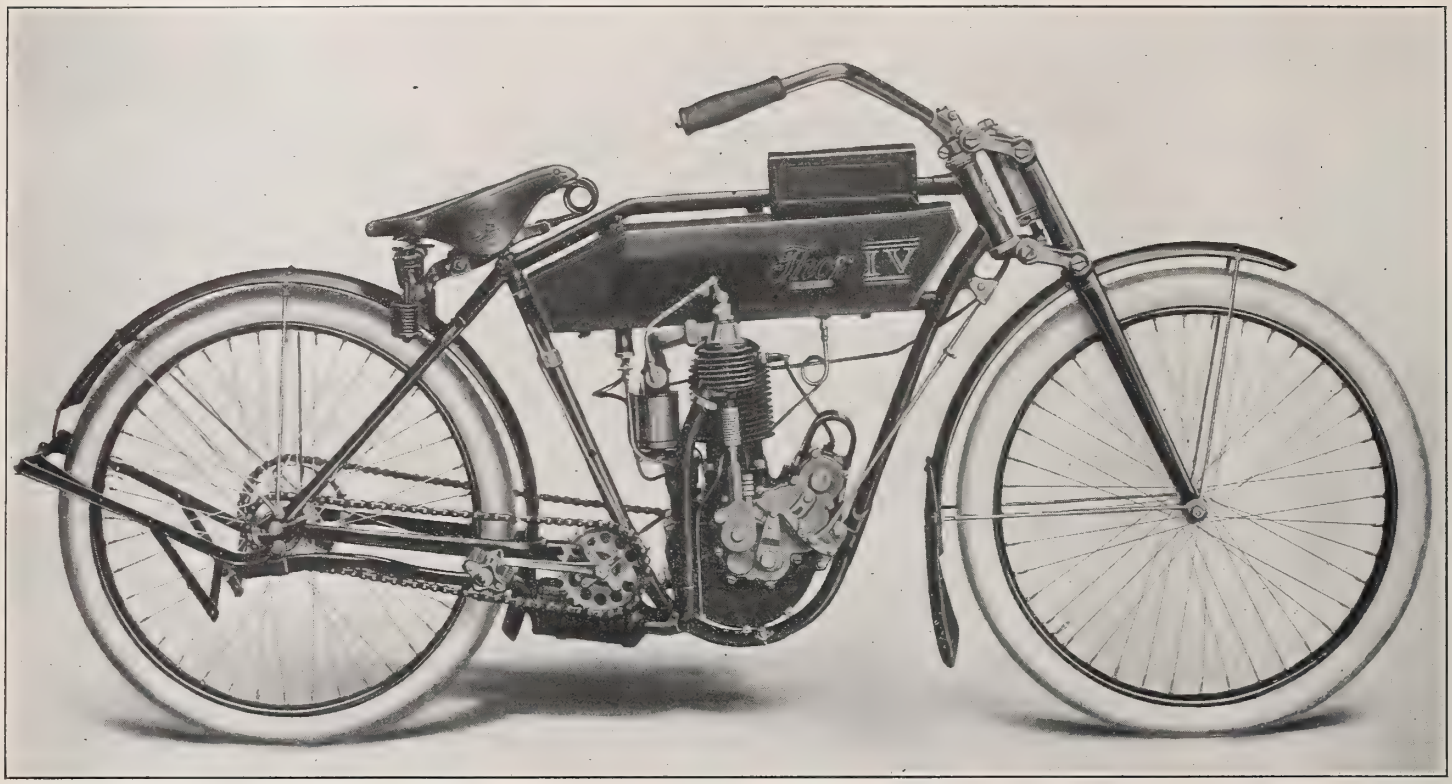


Thor single cylinder, 4 h. p., flat belt drive; magneto or battery; roller bearing motor; one piece cylinder and head; automatic inlet valve with opening regulated by motor throttle movement; pneumatic cushion forks; belt tension regulated by rack idler which actuates hinged rear section of frame; mechanical oiler; free engine effect through hinged frame action; short V bars. Price, $225, battery; $250, magneto.



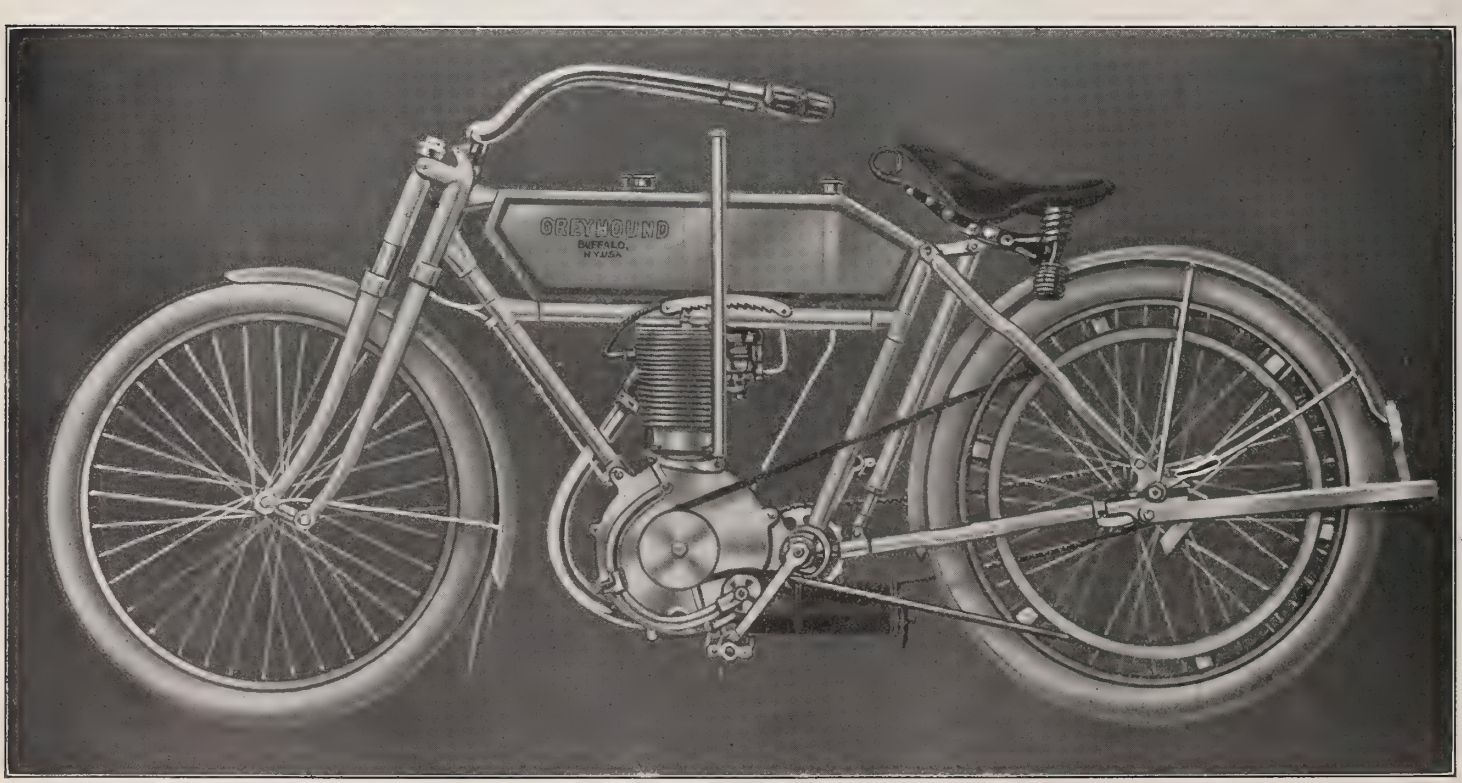
Thor twin cylinder, 7 h. p., chain drive undergeared; magneto only; roller bearing crankshaft; mechanical valves; full spark magneto control on all magneto models; automatic carbureter; mechanical oiler; single chain drive from undergeared motor sprocket, reducing chain speed; double grip control; muffler tail pipe; 28 in. wheels; 2¼ in. tires; 55½ in. wheelbase; coaster brake; copper tanks; single clinch rims. Price, $325.

THOR—Aurora Automatic Machinery Co., Chicago, Ill.



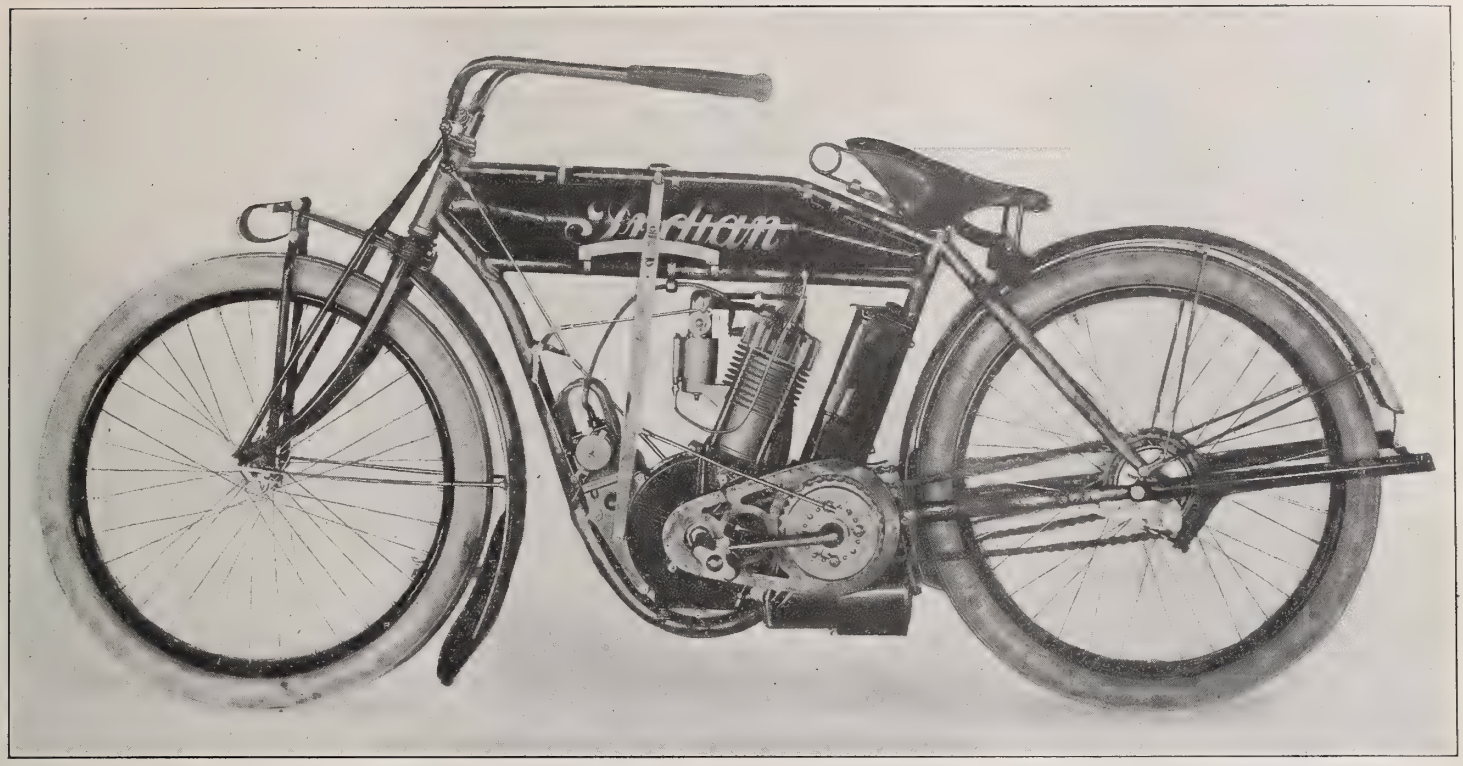
Thor single cylinder, 4 h. p., chain drive, undergeared; magneto or battery; automatic inlet valve with opening controlled by throttle movement; full spark magneto control; roller bearing motor; pneumatic cushion forks; short V bars; straight fork members; double grip control; mechanical oiler; muffler tail pipe; copper tanks; single chain drive; independent chain adjustment. Price, $225, battery; $250, magneto.

GREYHOUND—Greyhound Motor Co., Buffalo, N. Y.

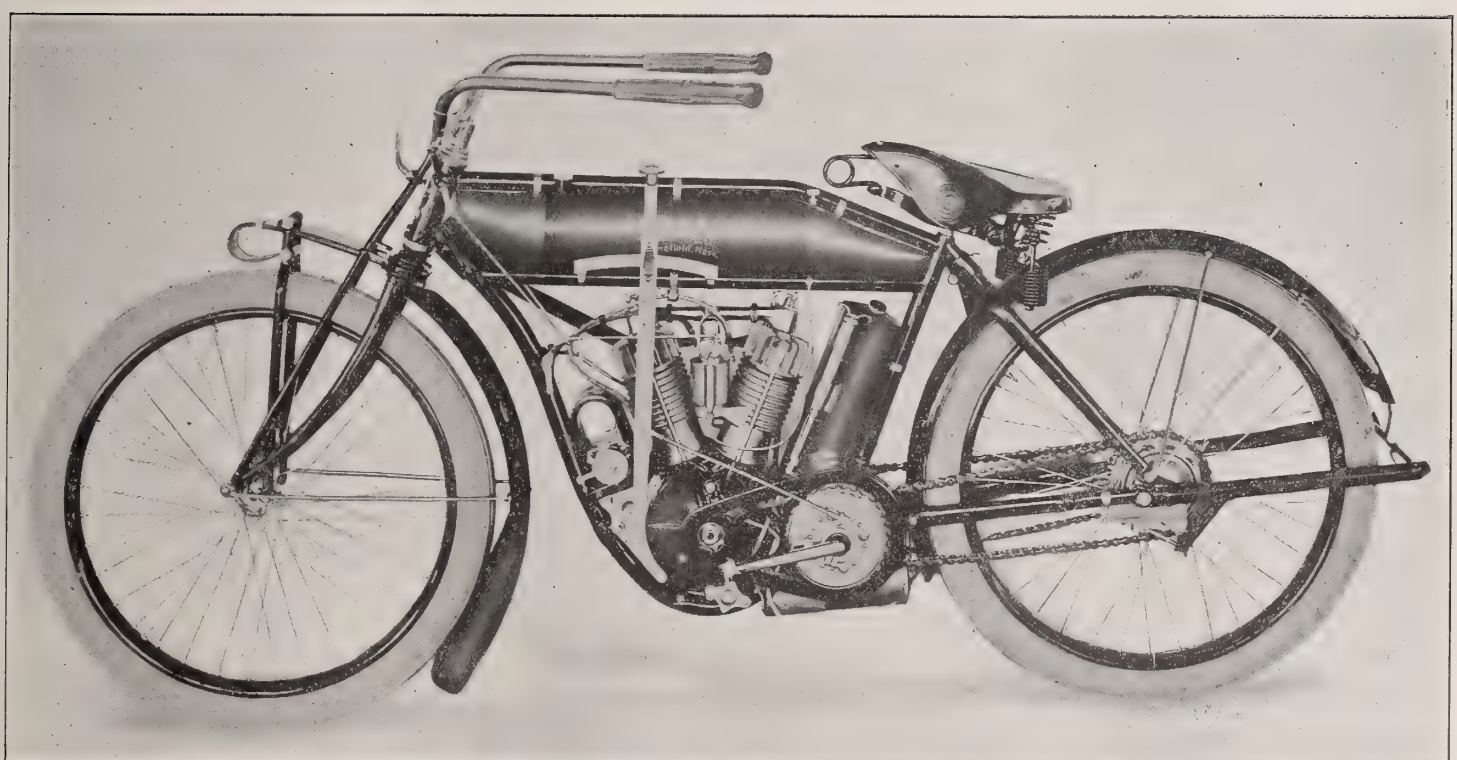


Greyhound single cylinder, 4½ h. p., flat or V belt drive; battery standard, magneto $25 extra; cartridge spring forks; shock absorbing seat post on rigid frame; one piece cylinder and head; automatic inlet valve; offset cylinder; drip feed lubrication; combination fuel tanks; large filler caps; coaster brake; 28 in. wheels; 2½ in. tires; 56 in. wheelbase; long U bars, non-turning; long stroke motor. Price, $225.

INDIAN—Hendee Mfg. Co., Springfield, Mass.

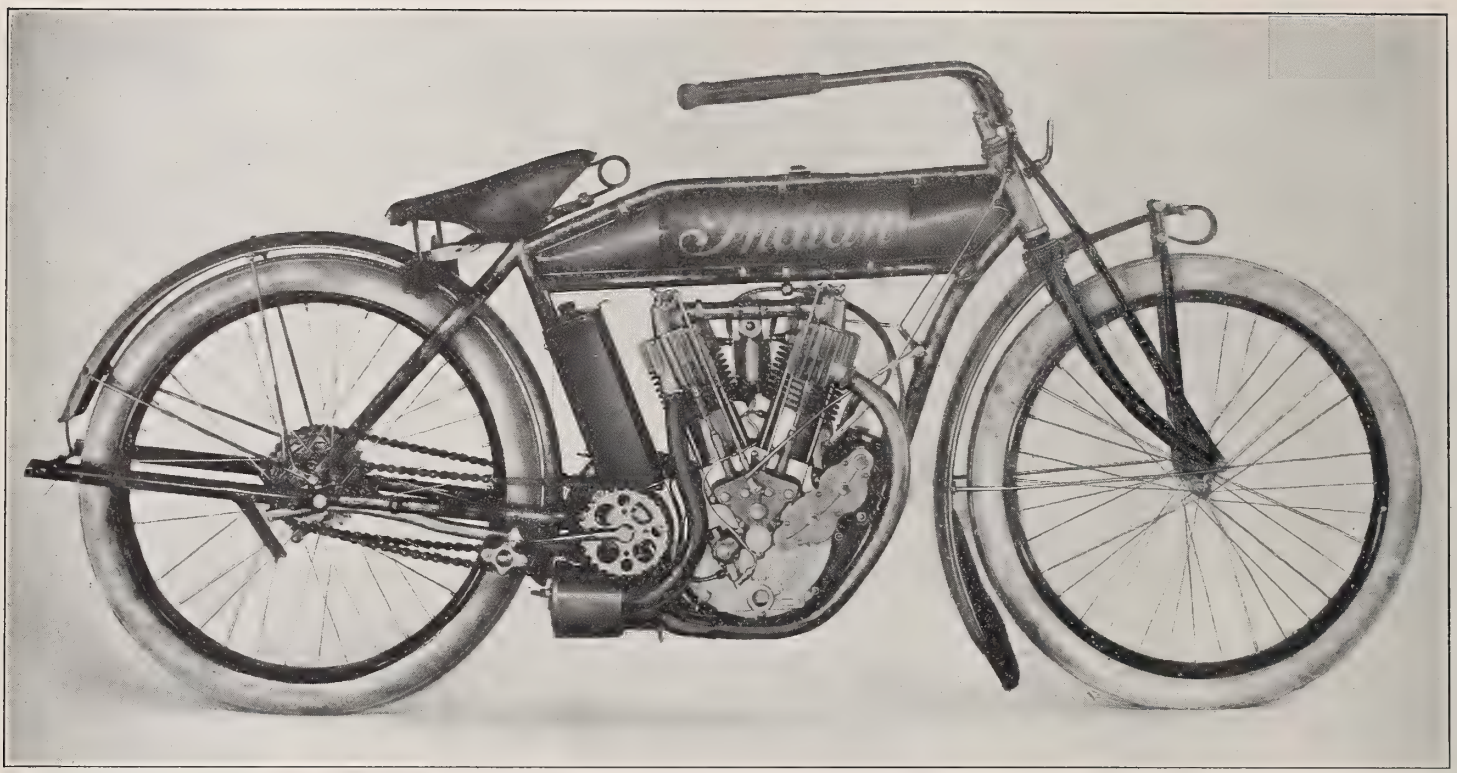


Indian single cylinder, 4 h. p., chain drive with free engine clutch; cradle spring fork; mechanical valves; mechanical and hand oil pumps; automatic multiple jet carbureter; magneto standard; battery $25 less; V band brake; two-speed $50 extra; 53 in. wheelbase, standard; 55 in. on two-speed model; also made with 2¾ h. p. motor in same running gear. Price, 4 h. p., $250; 2¾ h. p., $200, battery; $225, magneto.

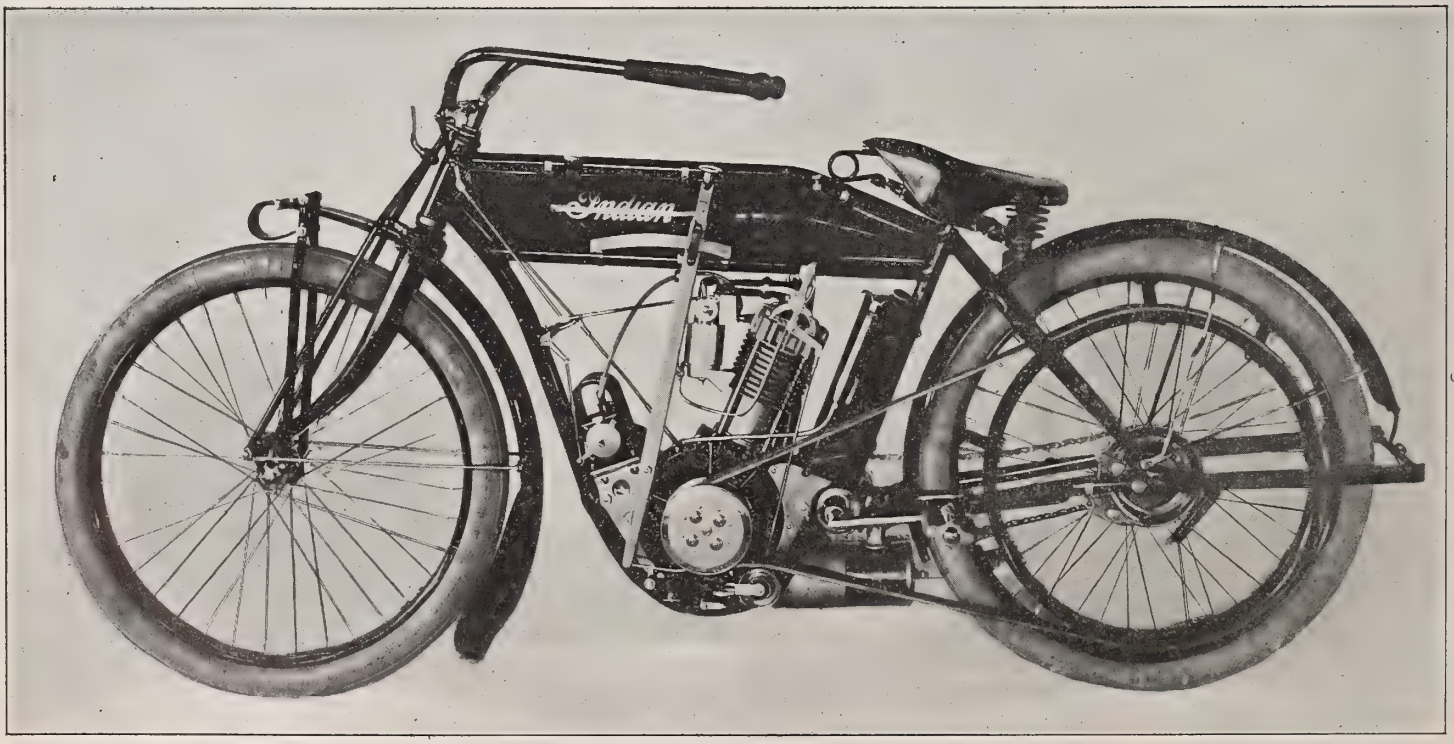


Indian twin cylinder, 5 h. p., chain drive with free engine clutch; magneto only; oil window in motor base; separate fuel tanks; beaded guards; folding stand; 28 in. wheels, 2½ in. tires; 53 in. wheelbase; internal girder in frame and fork; mechanical and hand oil pumps; folding stand; double clinch rims; gasoline capacity 2 gals.; oil, ½ gal.; general specifications same on all models. Price, $275.

INDIAN—Hendee Mfg. Co., Springfield, Mass.

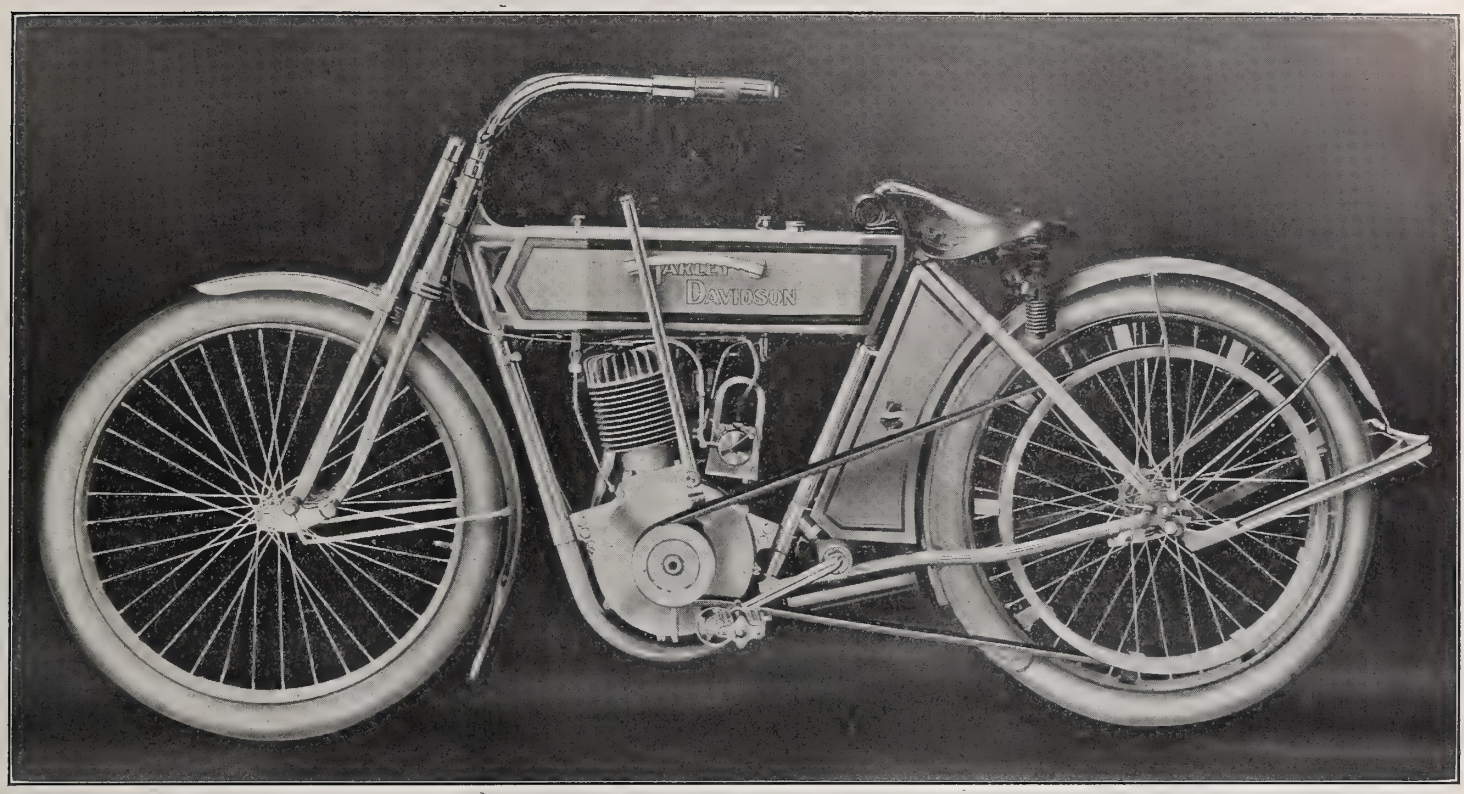


Indian twin cylinder, 7 h. p., chain drive with free engine clutch; magneto only; two-speed gear, $50 extra; 53 in. wheelbase standard; 55 in. with two-speed; racing bars, $5 extra all models; footboards in lieu of pedals on two-speed model; long U bars; double grip motor control; folding rear stand; short driving chain enclosed; mechanical valves; mechanical and hand oil pumps; multiple jet carbureter. Price, $300.

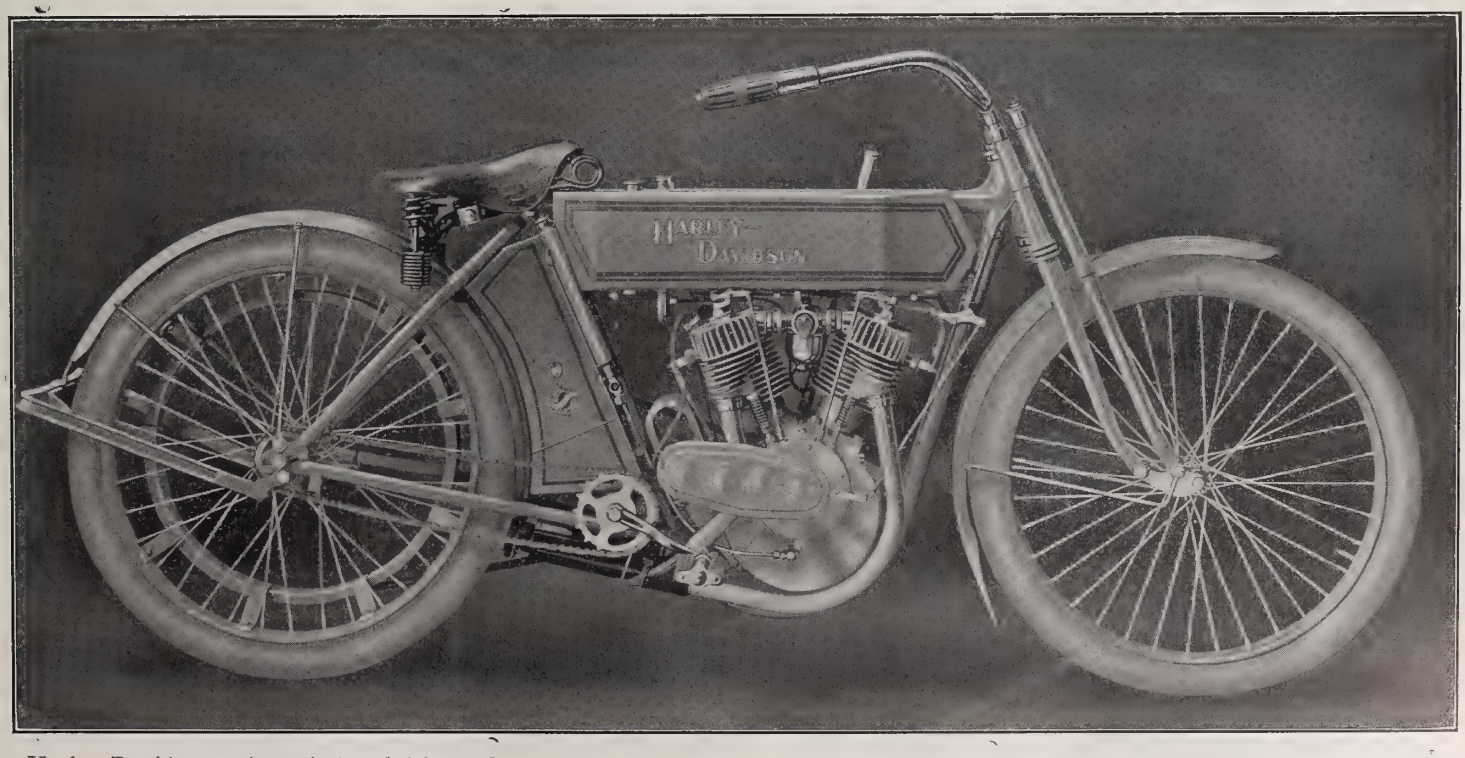


Indian single cylinder, 4 h. p., flat belt drive with free engine clutch; magneto standard, battery $25 less; clutch contained and enclosed in driving pulley; separate clutch and belt tension control giving real free engine; rear belt splasher; independent chain and and belt adjustment; belt pulleys faced with friction fabric; clutch adjustable without disturbing pulley; 53 in. wheelbase. Price, $250.

HARLEY-DAVIDSON—Harley-Davidson Motor Co., Milwaukee, Wis.

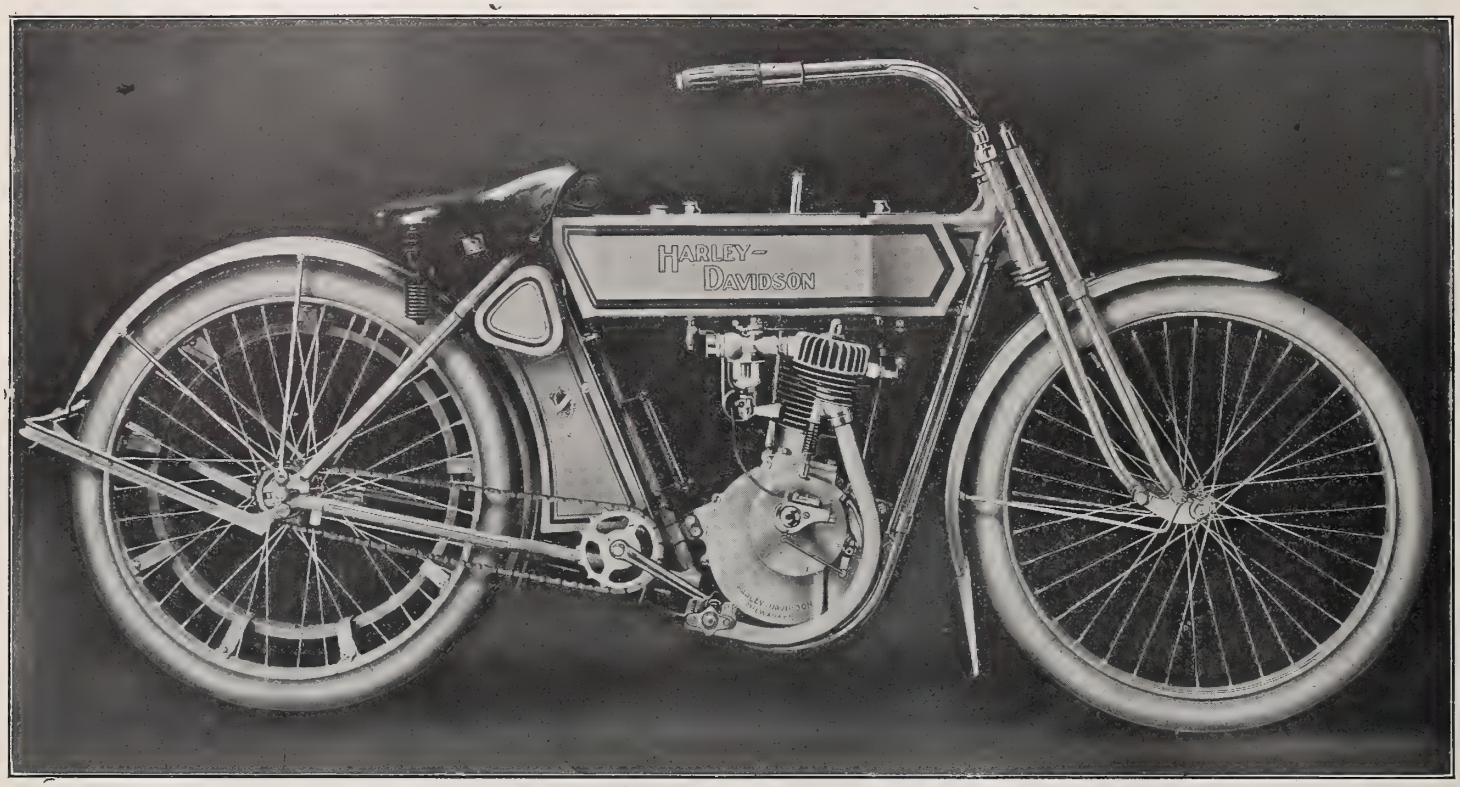


Harley-Davidson single cylinder, 4 h. p., flat belt drive with free engine effect through idler manipulation; magneto; one piece cylinder and head; automatic inlet valve; adjustable drip feed lubrication; loop frame strengthened at vital points; double plunger spring forks; double-stem bars; individual unit tanks of large capacity; double grip control; ratchet belt idler; rear belt protection shield; folding stand. Price, $250.



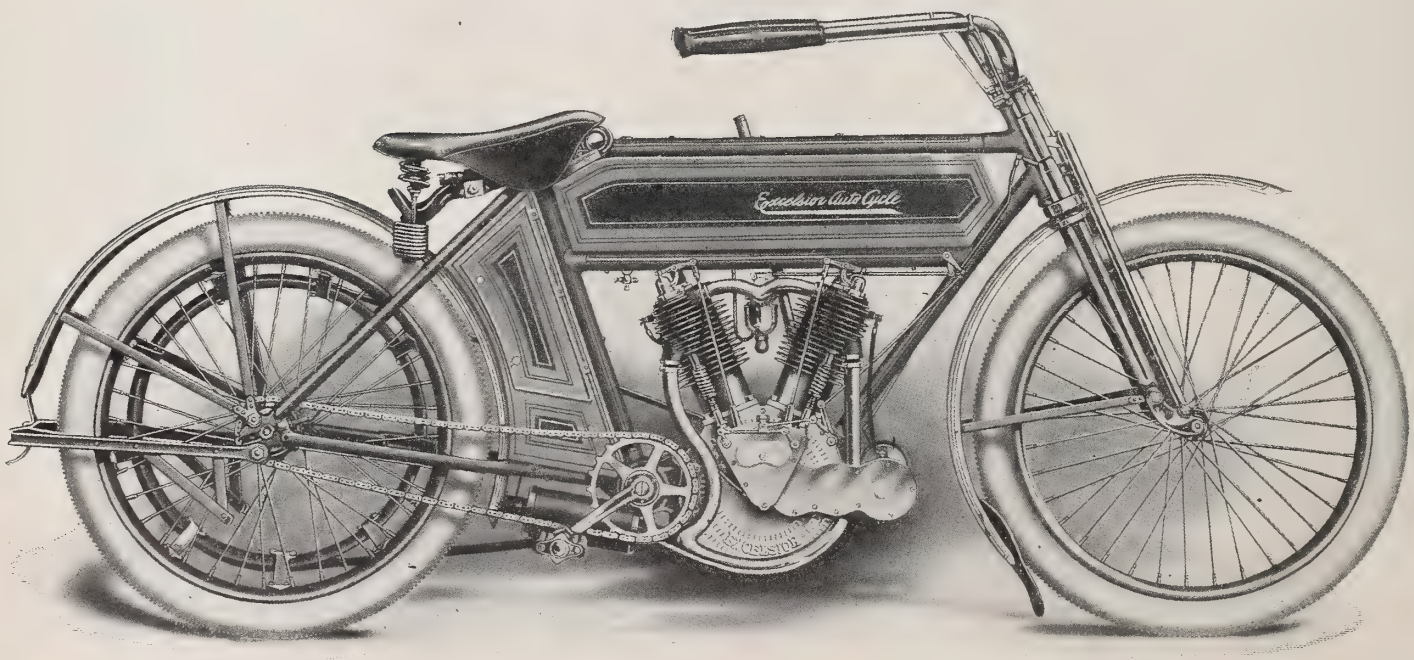
Harley-Davidson twin cylinder, 6½ h. p., flat belt drive with free engine effect through idler control; magneto only; mechanical valves; adjustable drip feed lubrication; large metal tool case with lock; 28 in. wheels; 2½ in. tires; 56½ in. wheelbase; protected magneto position; gasoline capacity, 2½ gals.; oil, 1 gal. Price, $300.

HARLEY-DAVIDSON—Harley-Davidson Motor Co., Milwaukee, Wis.



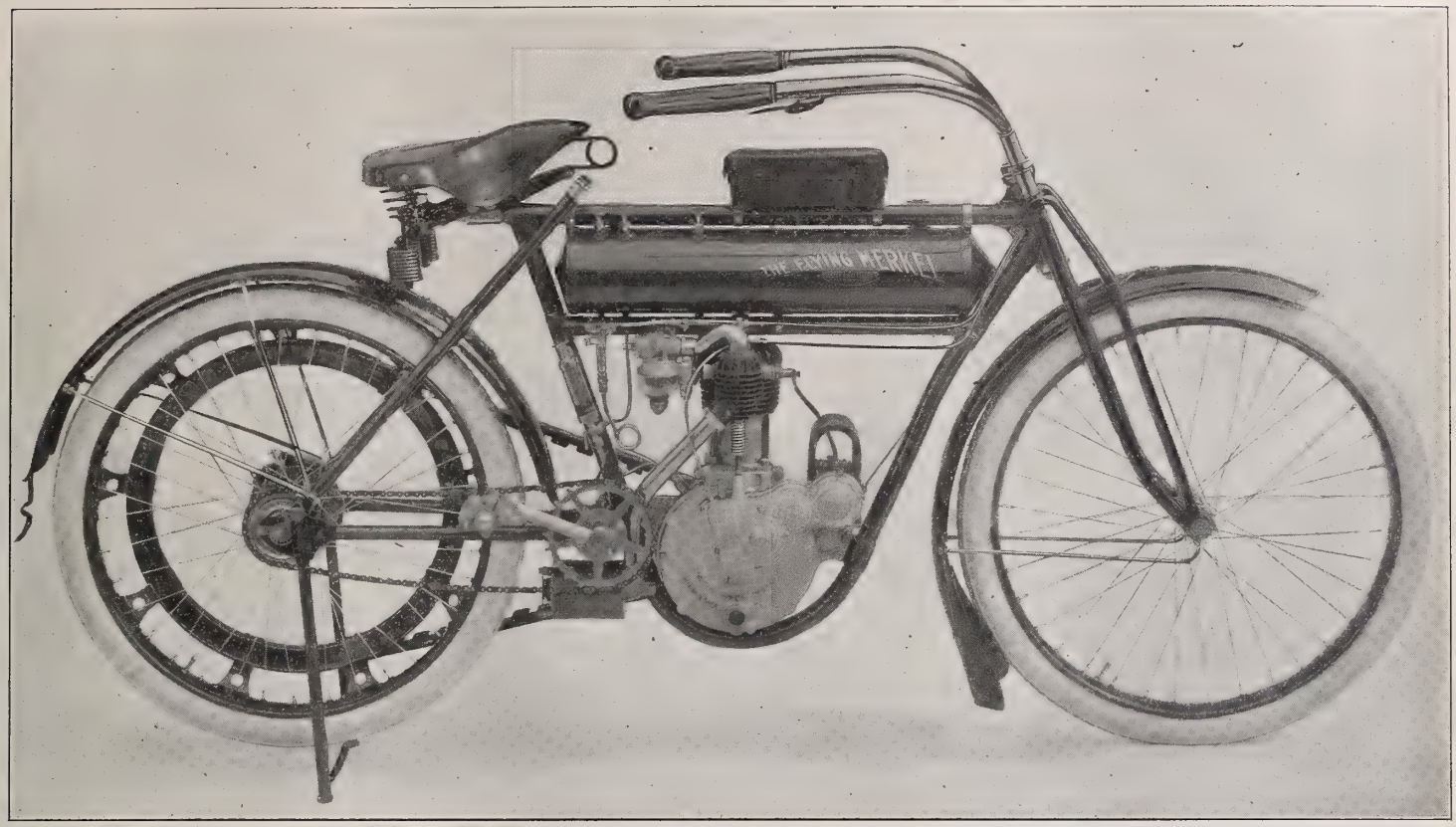
Harley-Davidson single cylinder, 4 h. p., flat belt drive with idler giving free engine effect; battery ignition; similar in other respects to magneto single. Price, $225.

EXCELSIOR—Excelsior Supply Co., Chicago, Ill.

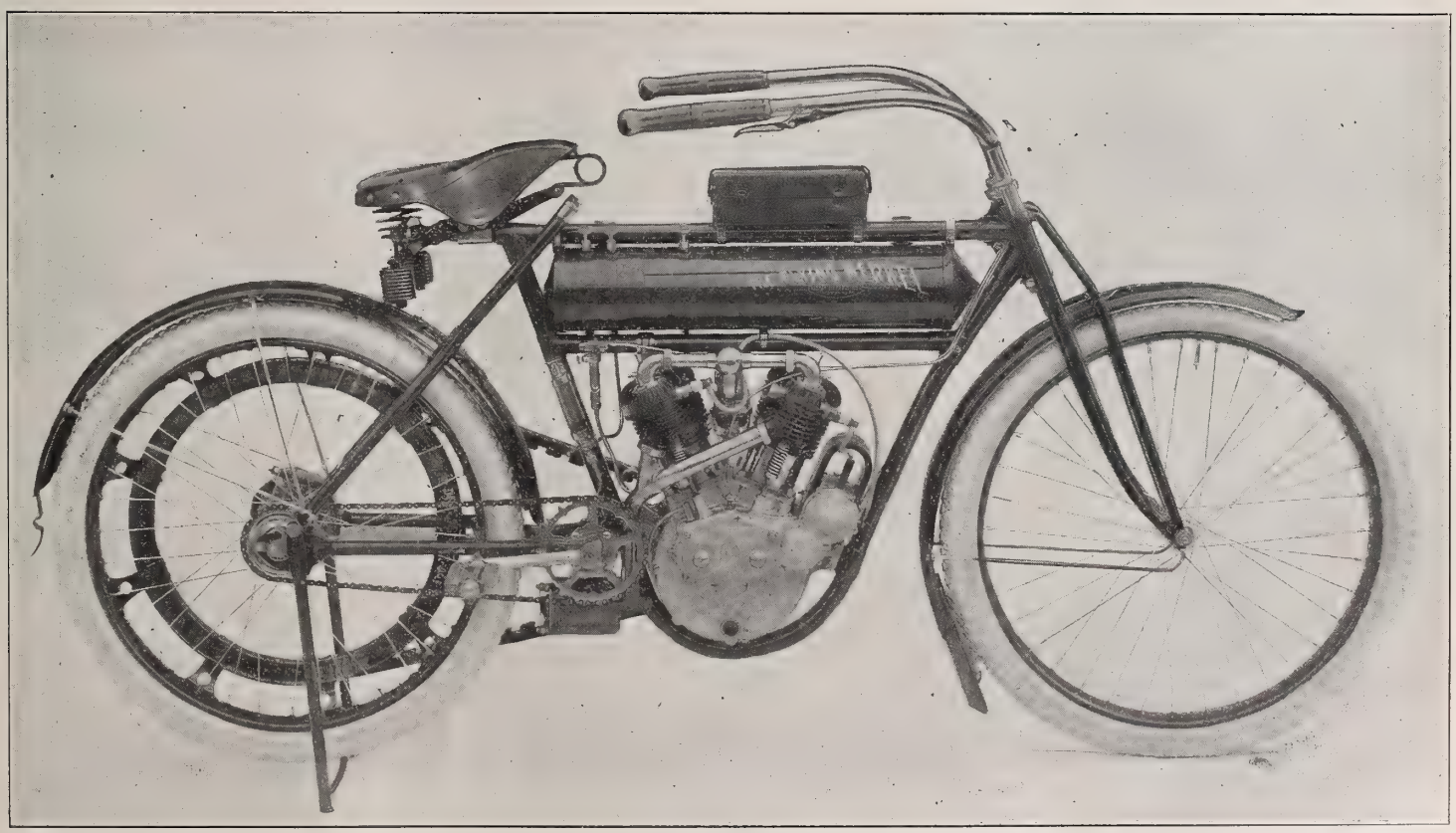


Excelsior twin cylinder, 6 h. p., flat belt drive with free engine effect through idler; double plunger spring forks; double-stem handle bars; one piece cylinder and head; mechanical valves; adjustable sight drip feed oiling; magneto only; combination fuel tank; large metal tool compartment; double grip control; air cooled coaster brake; saddle straddles top tube, which is dropped. Price, $310. Excelsior 4 h. p., single cylinder, $225, battery; $250, magneto.

MERKEL—Merkel-Light Motor Co., Pottstown, Pa.

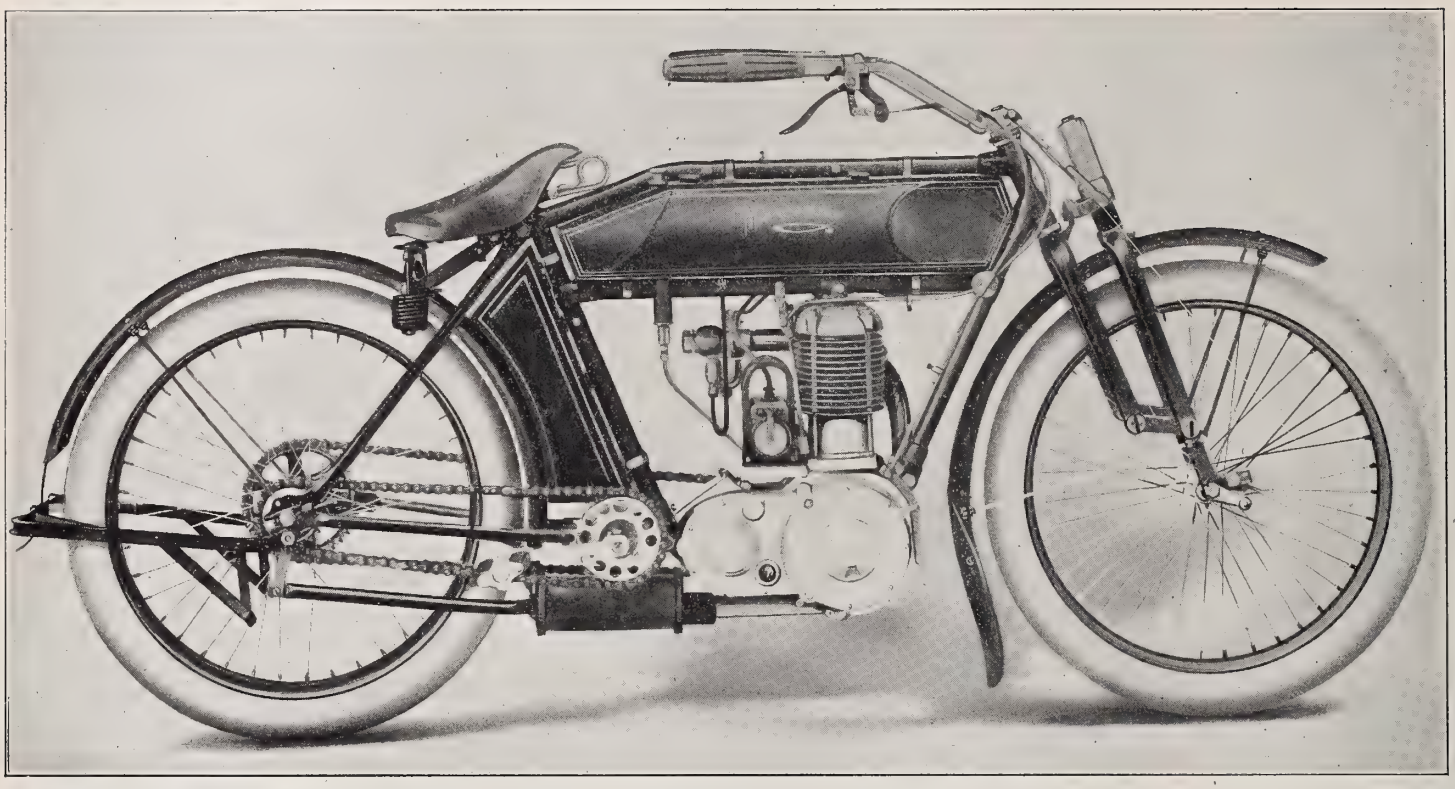


Merkel single cylinder, 4 h. p., V belt drive; spring frame; spring forks; ball bearing motor; cylinder and head integral; gravity oil flow in proportion to speed, interconnected with throttle; automatic carbureter; adjustable driving pulley; magneto only, rigid bars; seamless brass tank; needle valve fuel shut-off; automatic inlet valve; enclosed band brake; 28 in. wheels, 2½ in. tires; 53 in. wheelbase. Price, $250.

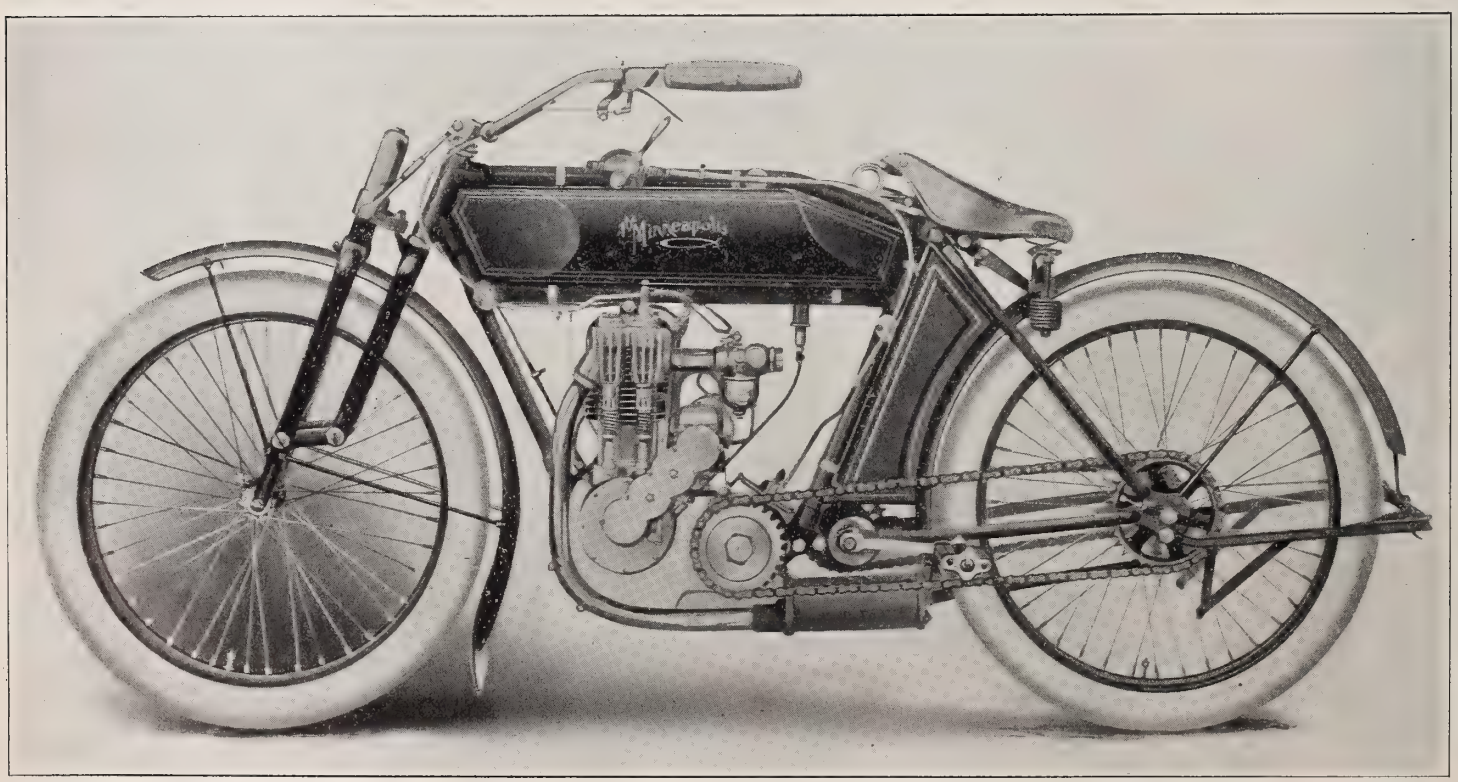


Merkel twin cylinder, 6 h. p., V belt drive; magneto only; double grip control; general specifications same throughout line. Price, $300. Also 7 h. p. twin, same in all other respects save size of cylinders; price, $325. Extra on all models: free engine clutch, $15; two-speed gear, $40; luggage carrier, $5.

MINNEAPOLIS—Minneapolis Motorcycle Co., Minneapolis, Minn.

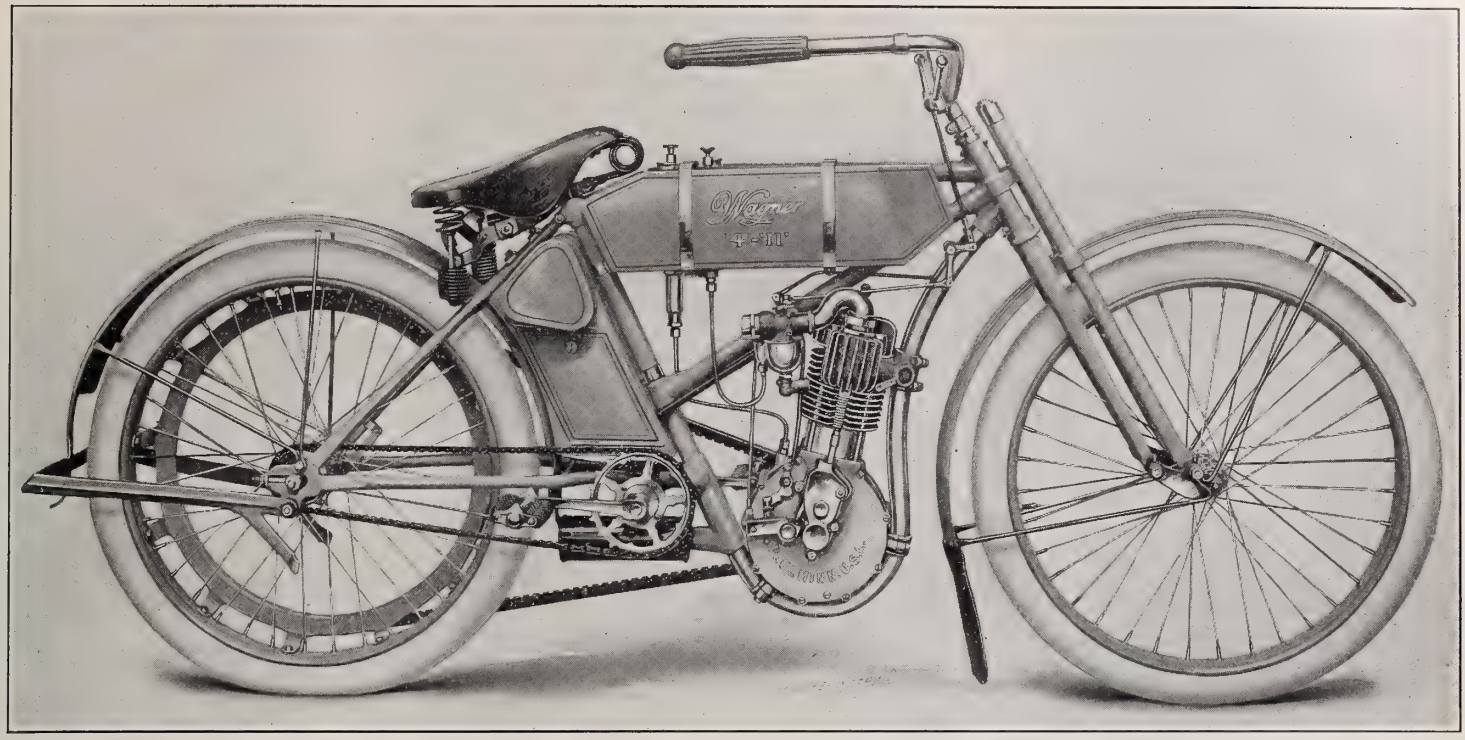


Minneapolis single cylinder, 5 h. p., with free engine clutch and single chain drive; undergeared motor; mechanical valves; magneto only; cylinder and head integral; undergearing and disk clutch carried on ball bearings, as unit power plant with motor in enclosed housing extension of crankcase; 26 in. wheels; 2½ in. tires; 54 in. wheelbase; muffler tail pipe; grip and handlebar control. Price, $265.

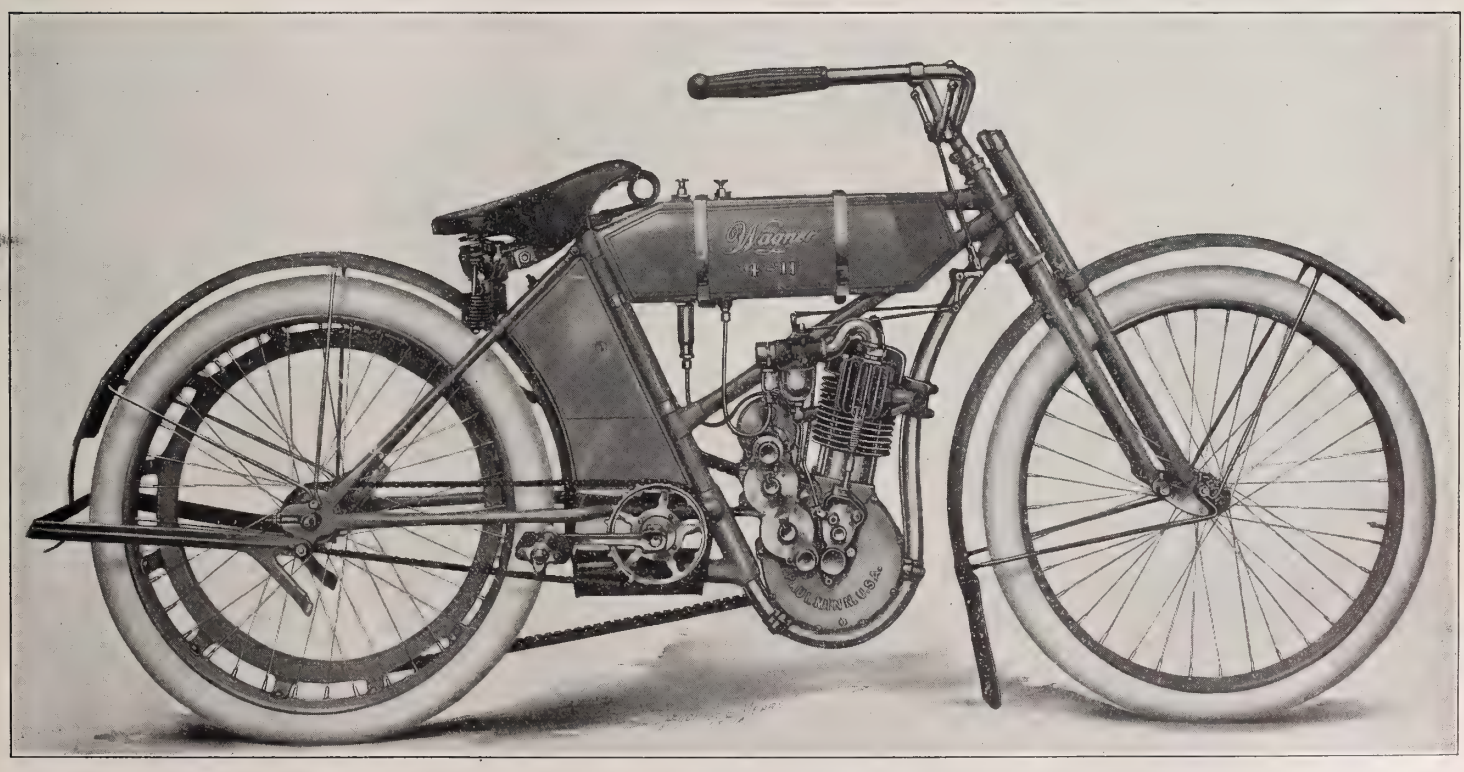


Minneapolis single cylinder, 5 h. p., chain drive with free engine clutch and two-speed gear; unit power plant consisting of motor, clutch and transmission in one housing; magneto only; mechanical valves; undergeared motor; single chain drive; 26 in. wheels; 2½ in. tires; 54 in. wheelbase; grip control; frame sector gear shift; both machines similar as to running gear. Price, $300.

WAGNER—Wagner Motorcycle Co., St. Paul, Minn.

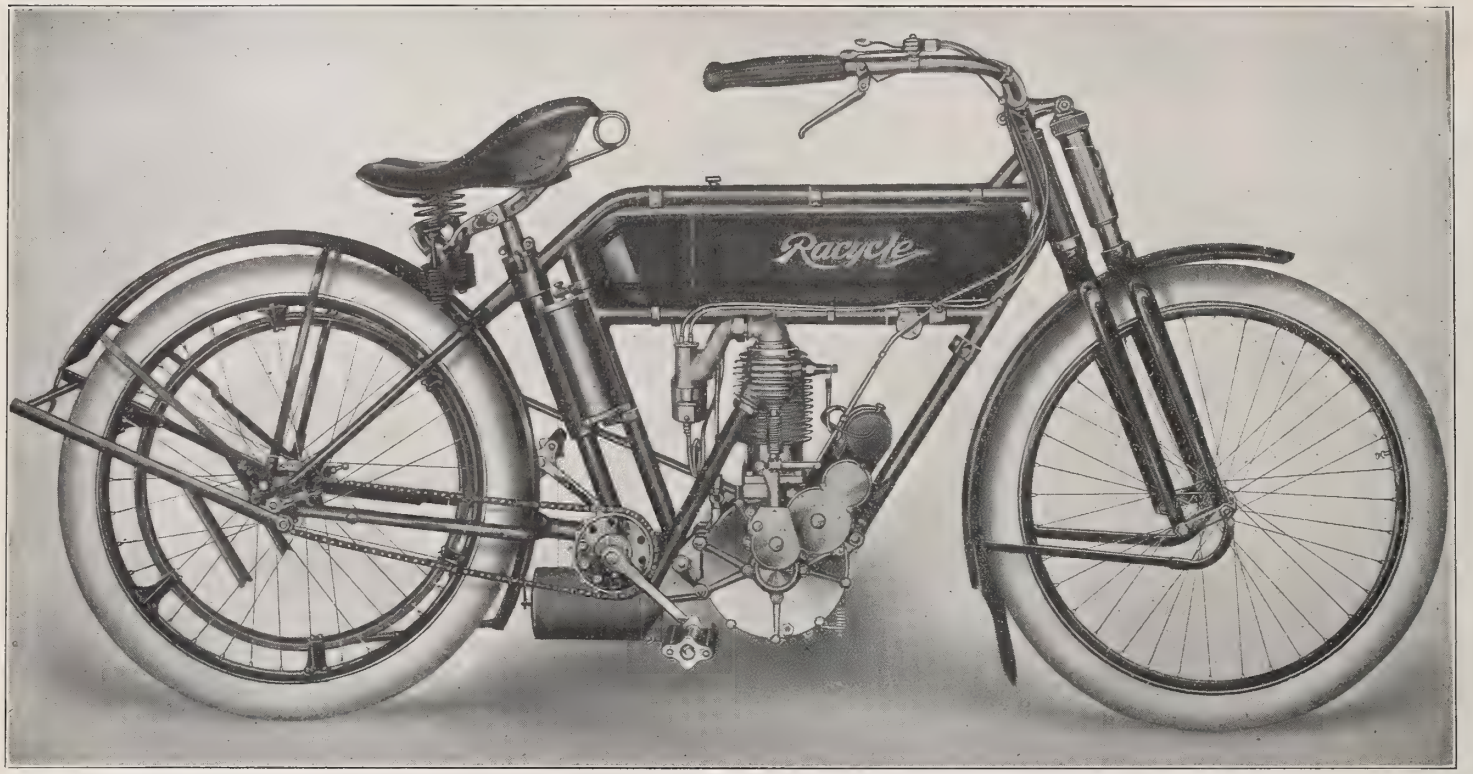


Wagner single cylinder, 4 h. p., with V belt; diamond loop frame with exhaust expansion chamber in frame tube loop; twin plunger forks; Schebler carbureter; hand pump oiler, standard; automatic drip feed at extra cost; 28 in. wheels; 2½ in. tires; 55½ in. wheelbase; cylinder and head separate; automatic inlet valve; double grip motor control; separate battery case, and metal tool box with lock. Price, $210.

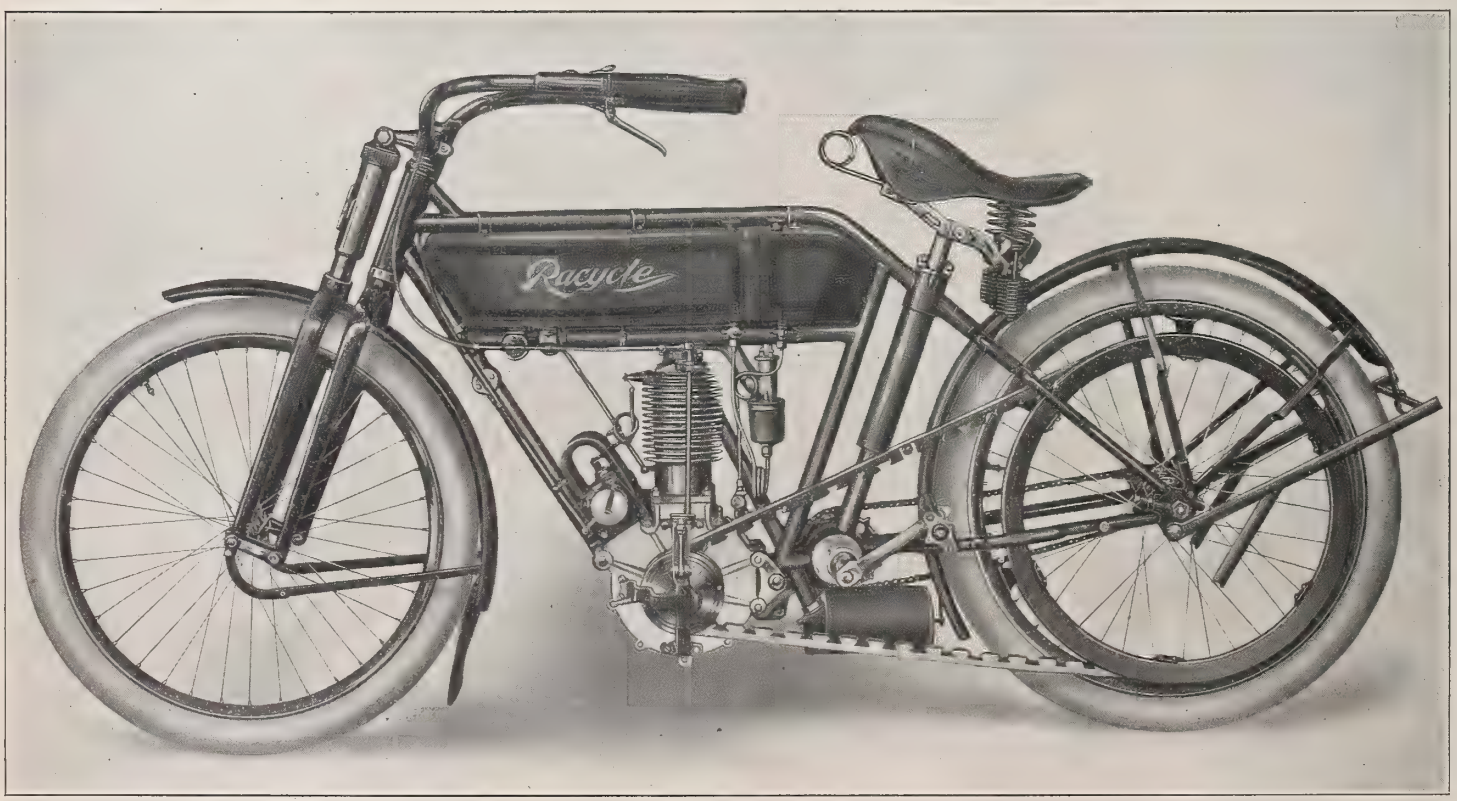


Wagner single cylinder, 4 h. p., with V belt and magneto ignition; in other respects similar to battery model; price, $235; battery model furnished with imported carbureter for $15 extra. There also is a 3½ h. p., Tourist model, which is similar to the 4 h. p. model save in engine dimensions. This model is built especially to take a two-speed gear, which is furnished for $50 extra.

RACYCLE—Miami Cycle & Mfg. Co., Middletown, O.

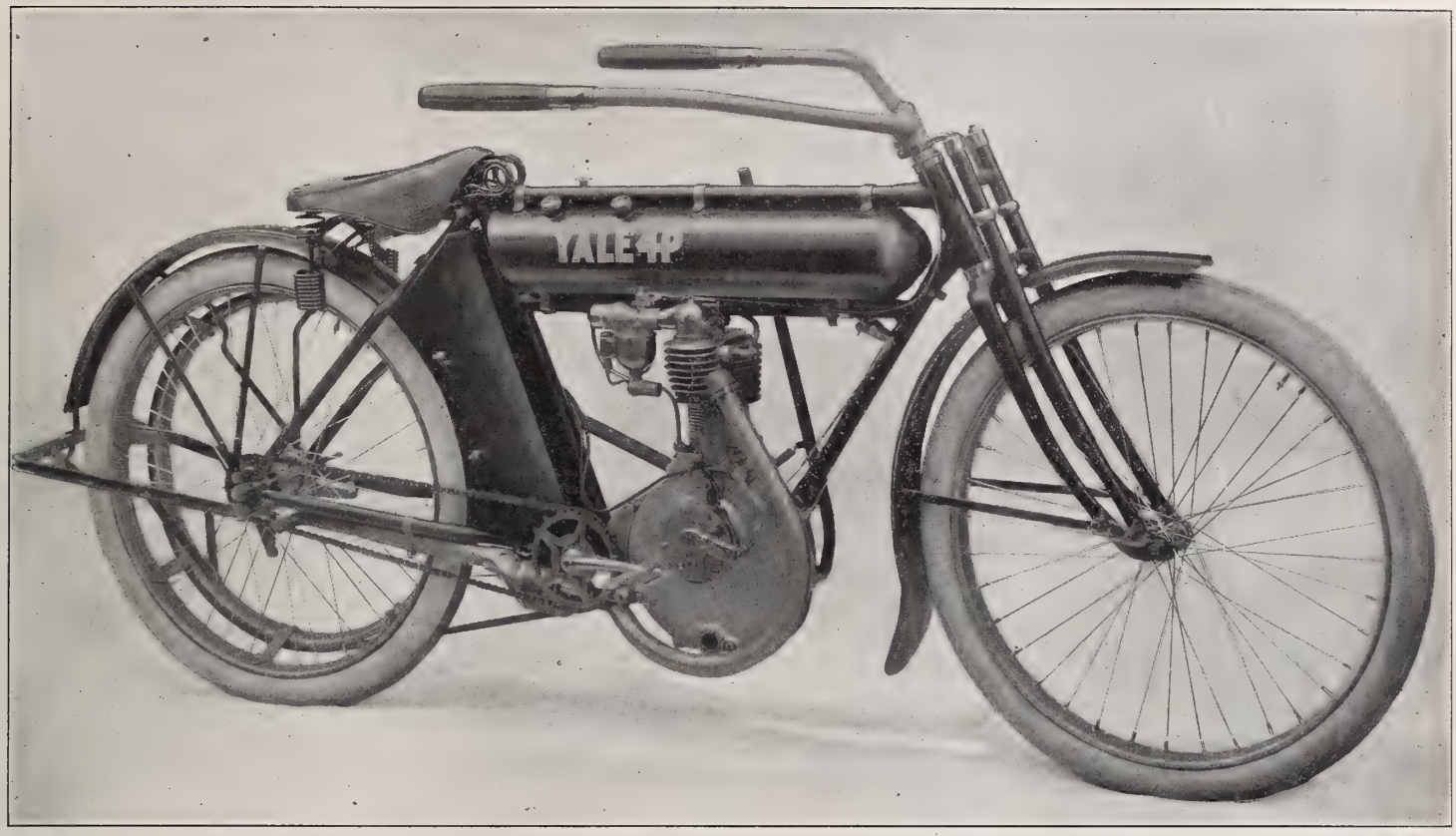


Racycle single cylinder, 4 h. p., flat belt drive with idler giving free engine effect; battery ignition interchangeable with magneto using same gears; cartridge spring fork; spring seat post, roller bearing; ball bearing motor; automatic inlet valve; one piece cylinder and head; imported carbureter; sight drip feed oiling; 28 in. wheels; 2½ in tires; 56 in. wheel base; double grip control; magneto, $25 extra. Price $225.

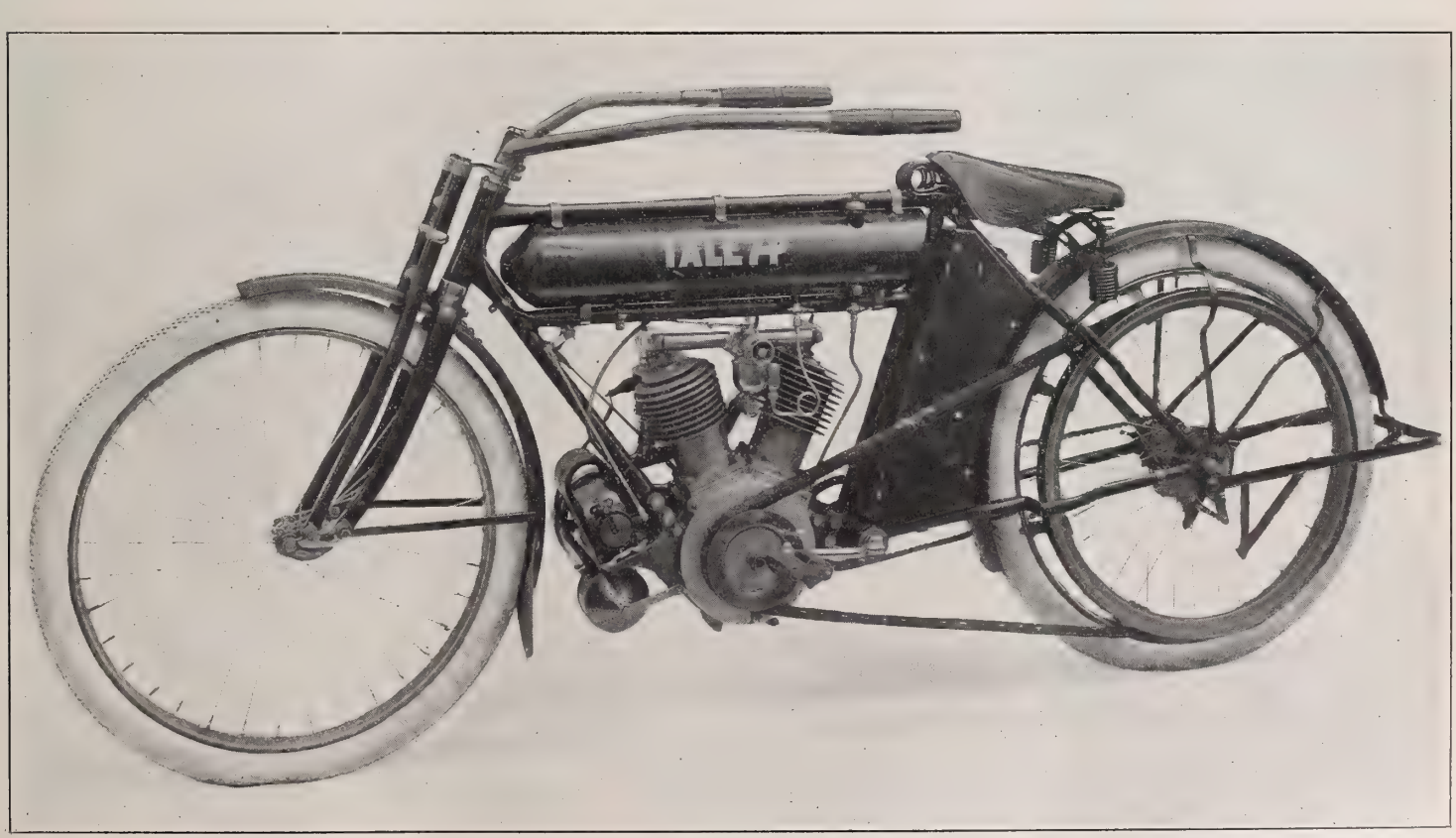


Racycle single cylinder, 4 h. p., with V belt and free engine clutch; magneto; individual tanks; capacity, 2 gals. gasoline, ½ gal. oil; folding rear stand; eccentric adjustment of crank hanger; general specifications same as other model with exception of belt and ignition. Price, $262.50; with battery, $25 less.

YALE—Consolidated Mfg. Co., Toledo, O.

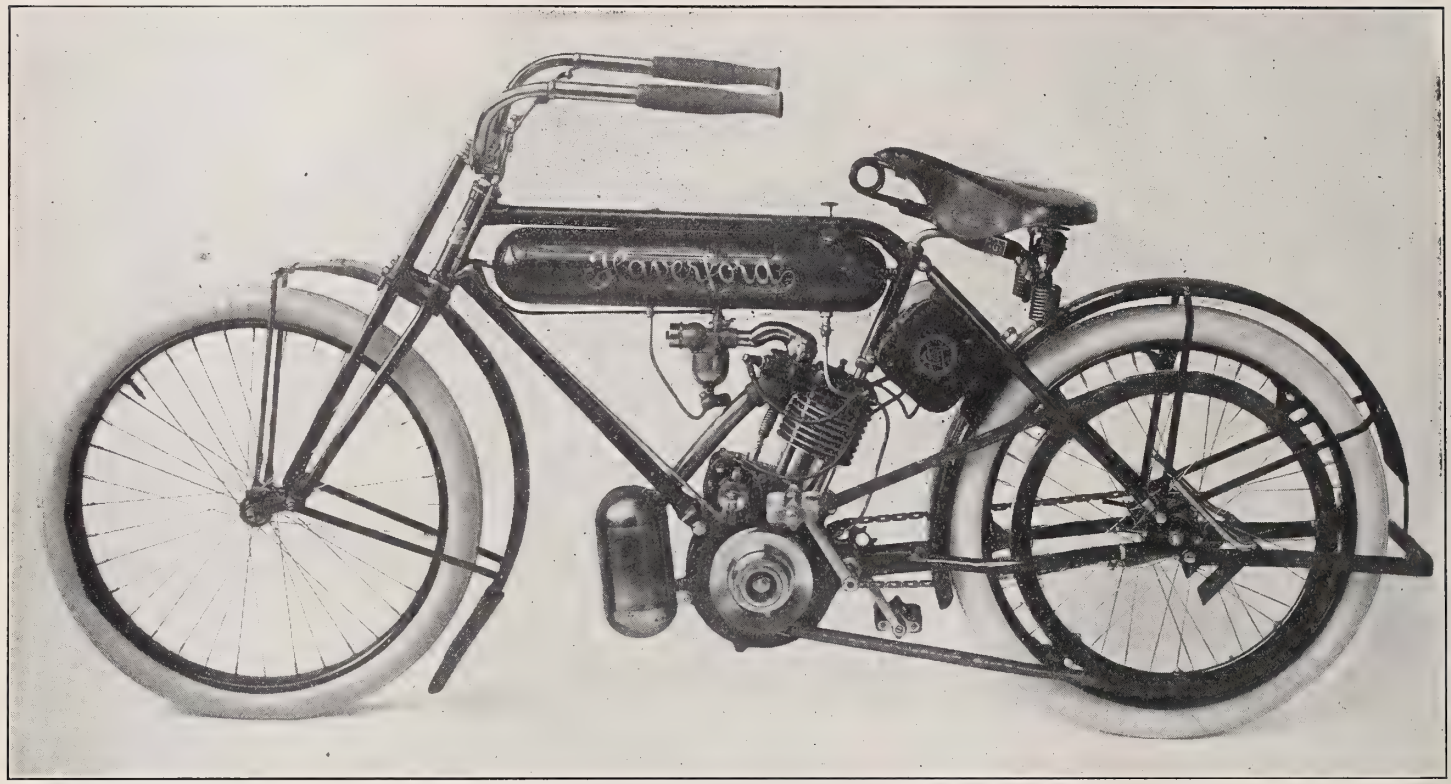


Yale single cylinder, 4 h. p., flat belt with idler, giving partial free engine effect; duplex spring forks; one piece cylinder and head; cylinder offset; automatic inlet valves; large fly wheels; oil window in motor base; Schebler carbureter; battery, standard; magneto, $35 extra; hand pump oiling; coaster brake; double compartment tank; long V bars; double grip control; large metal tool box; V belt optional. Price, $200.

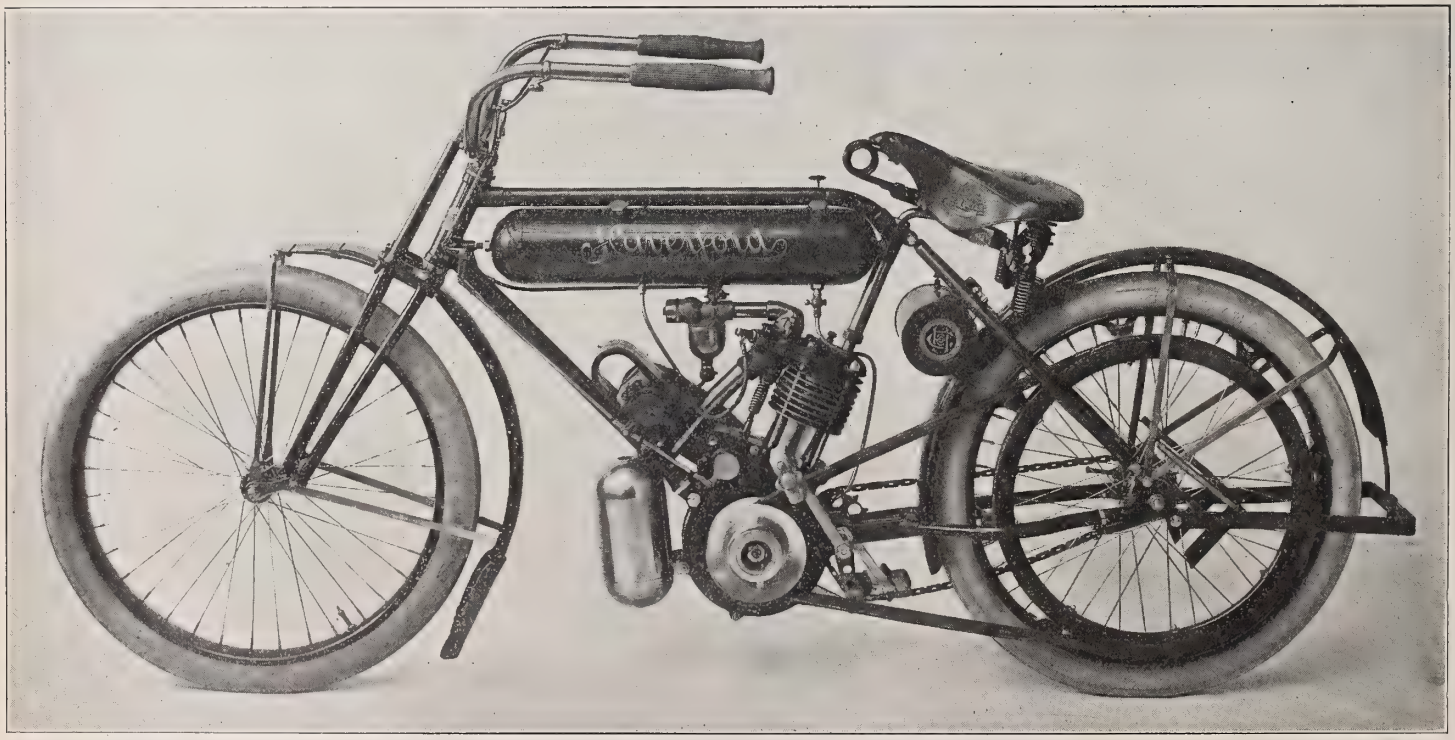


Yale twin cylinder, 7 h. p., flat belt with idler, giving free engine effect; V belt optional; magneto standard; band brake; wheelbase, 56 in.; other specifications same as single. Price, $300; free engine clutch on either model, $15 extra.

HAVERFORD—Haverford Cycle Co., Philadelphia, Pa.

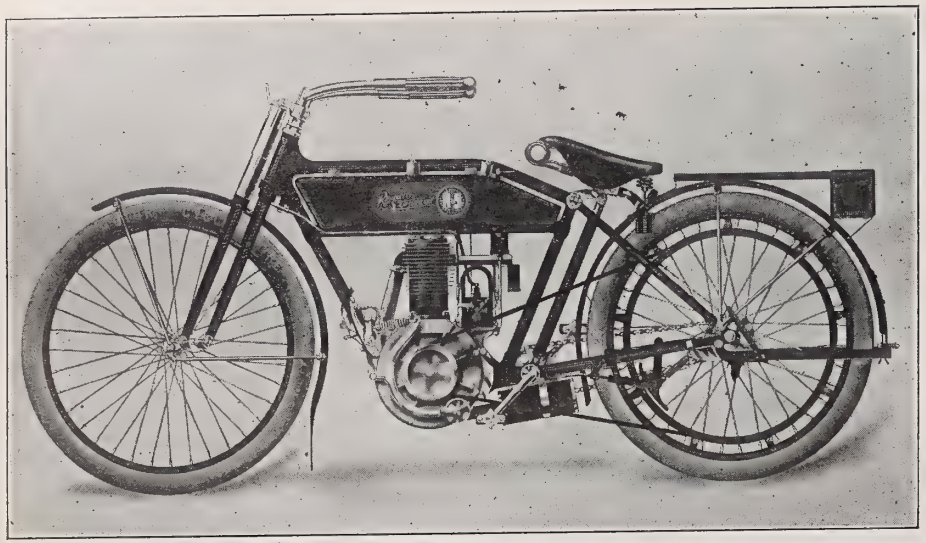


Haverford single cylinder, 4 h. p., V belt drive; leaf spring fork; cylinder and head separate; automatic inlet valve; triple expansion muffler; hand pump oiler, double grip control; combination fuel tank with separate compartments holding 5 quarts of gasoline and 1 quart of oil, respectively; battery ignition; 26 in. wheels; 54 in. wheelbase; wide guards with rear one detachable; automatic folding stand. Price, $150.



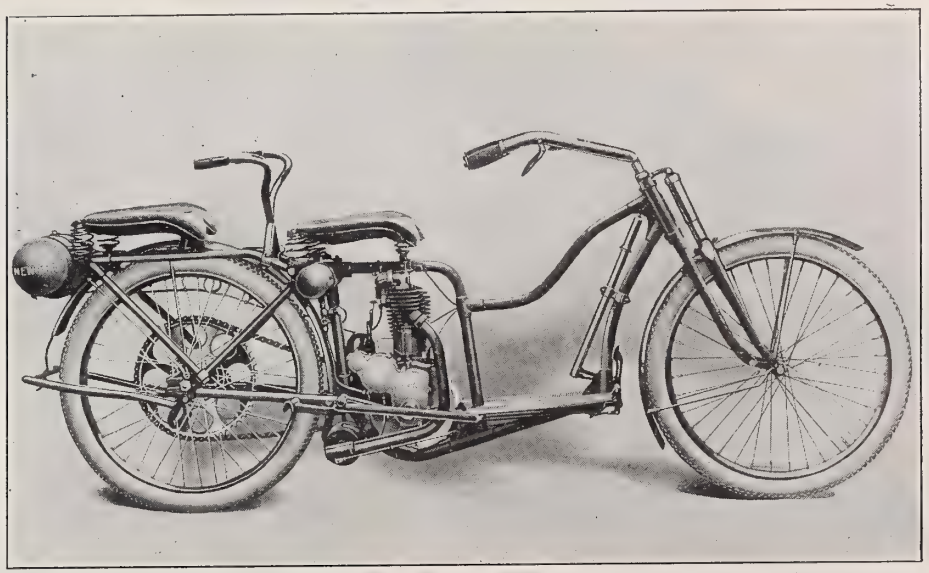
Haverford single cylinder, 4 h. p., with V belt drive and magneto ignition; similar to battery model in other general specifications and includes drop frame, giving low position; priming valve and cup for easy starting in cold weather; needle gasoline shut-off valve in tank; filler caps chained to prevent losing; metal tool case; coaster brake; sliding hanger adjustment and adjustable pulley. Price. $185.

R-S—Reading Standard Co., Reading, Pa.



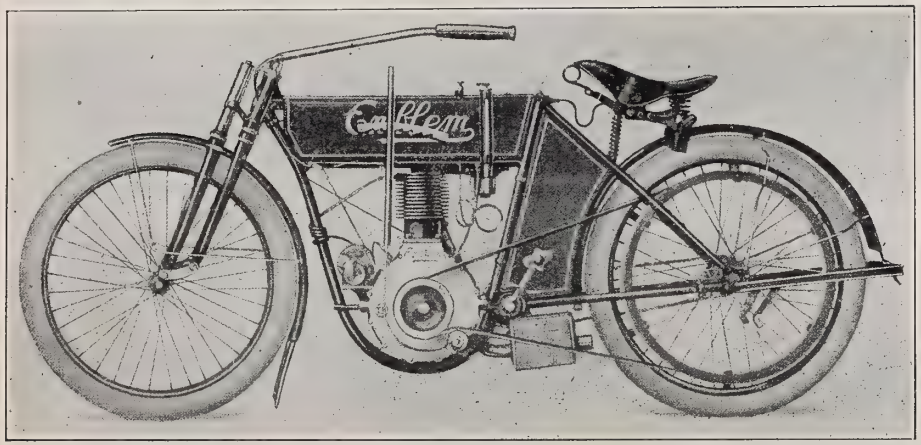
R-S single cylinder, 4 h. p., flat belt drive with foot operated ratchet idler giving a free engine effect; camelback drop frame with auxiliary spring seat post; cartridge spring fork; interchangeable mechanical valves; automatic carbureter; magneto standard; ball bearing crankshaft; two brakes; 28 in. wheels; 2½ in. tires; 55 in. wheelbase; automatic stand; gravity feed oil cup. Price, $250.

NEW ERA—New Era Auto-Cycle Co., Dayton, O.

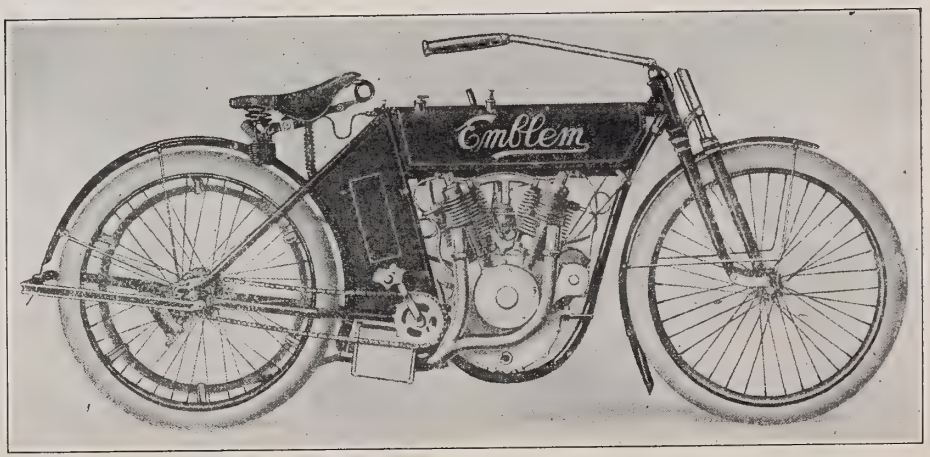


New Era single cylinder, 4 h. p., chain drive with tandem attachment; free engine clutch; two speed; roller bearings in rear wheel; 62 in. wheelbase; foot pedal control; hand starting with crank; magneto. Price, $300; same model with battery, $275; 6 h. p. model with magneto, but similar in general specifications, $325.

EMBLEM—Emblem Mfg. Co., Angola, Erie Co., N. Y.

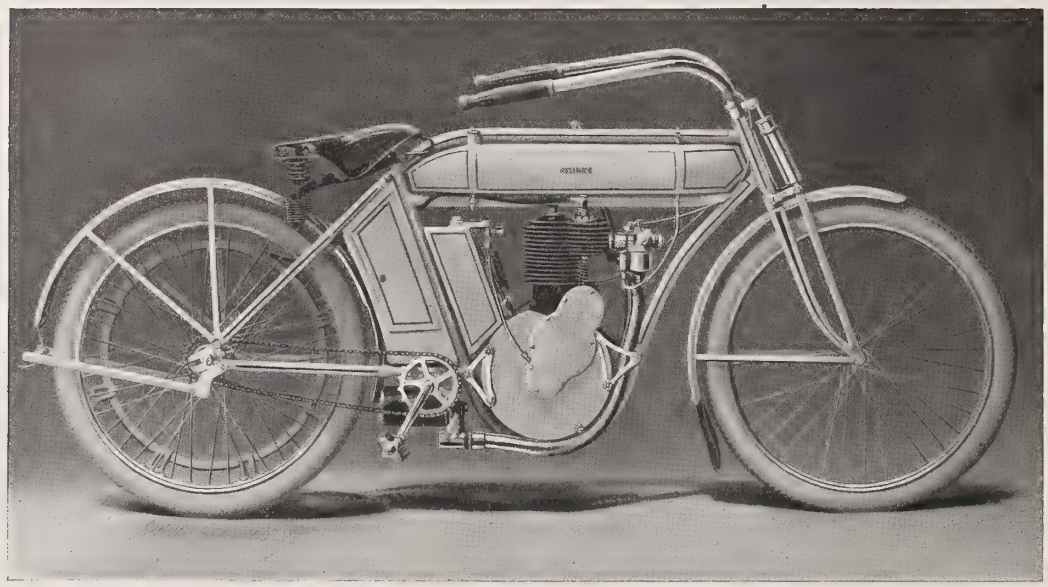


Emblem 7 h. p., twin with magneto, and 4 h. p. single with battery. Emblems are made in 15 models, with three sizes of engines, 4 and 5 h. p. singles and 7 h. p. twins. In general the entire line is closely related, the features of any model being interchangeable with the others. Any of the motors are interchangeable in any frame, as also are the ignition systems. The frame has an internal triangular reinforcement. The forks are of the plunger type. In the motor the crankshaft is mounted on ball bearings and automatic inlet valves



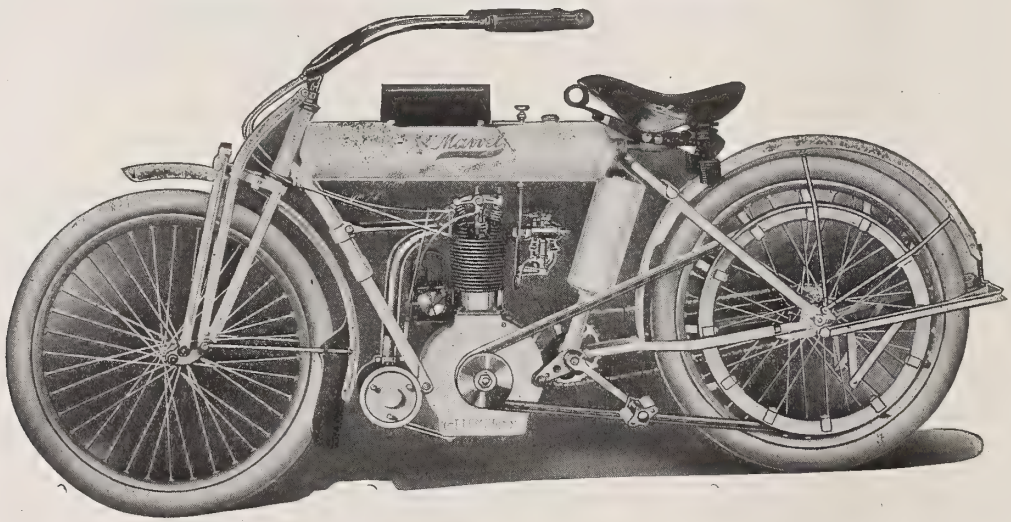
are used throughout; oiling is by hand pump; on the singles, battery ignition is standard and a magneto is $25 extra. On the twin, magneto is standard; on the singles V belt is standard, with flat belt and idler $10 extra, and a free engine pulley, $15 extra. The same extras apply on the twin. The price range is from $200 to $300, the 4 h. p. single shown listing at $210, and the 7 h. p. twin at $285. Racing models containing any of the three sizes of engine also are built, and come with either chain or belt drive.

RELIANCE—Reliance Motorcycle Co., Owego, Tioga Co., N. Y.



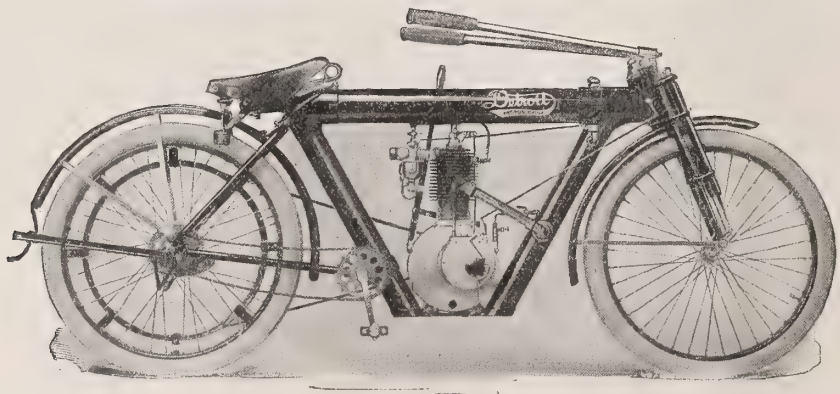
Reliance single cylinder, 4 h. p., with flat belt and idler giving free engine effect; offset crank shaft; mechanical valves; trussed spring fork; double grip control; automatic carbureter; pressure lubrication with hand pump; battery standard; magneto, $35 extra; 57 in. wheelbase. Price, $240.

MARVEL—Marvel Motorcycle Co., Hammondsport, N. Y.



Marvel single cylinder, 4½ h. p., with V belt; roller bearing crank shaft; offset cylinder; overhead mechanical valves; tank-in-the-tube frame; truss spring fork; 28 in. wheels; 2½ in. tires; 56 in. wheelbase; float oil feed; magneto only. Price, $225; free engine pulley, $17 extra; two-speed gear, $35 extra.

DETROIT—Detroit Motorcycle Co., Detroit, Mich.



Detroit single cylinder, 4 h. p., with flat belt and idler, giving free engine effect; tank-in-the-tube frame; castor spring fork; mechanical inlet valve; V bars; band brakes; 60 in. wheel base. Price, battery, $225; magneto, $250.

TO MOTORCYCLE THROUGH EUROPE

Bushnell Did It Before, and Is to Guide a Party—What the Jaunt Promises to Participants.

Still filled with enthusiasm over previous motorcycling experiences in Europe and desiring to repeat them in company with an agreeable group of Americans, P. N. Bushnell, of Aberdeen, S. D., is offering motorcyclists the opportunity of joining a touring party that he is organizing and which looks good enough to make many a motorcyclist leave home. In telling about what fun he has had in traveling Europe on a motorcycle and about how he was changed from a motorcycle hater to a motorcycle "bug" in two brief days, Bushnell also reveals some of the choice things he has in store for his companions when they reach the other side. He says:

"I expect to sail about June 1 for Hamburg or Bremen and take seven weeks to see parts of Germany, Switzerland and Holland, cross the Channel to England and have five weeks in the British Isles. I made a tour of Europe in 1908 and have had over 18 months of touring altogether of Europe, so I can tell just what can be seen on a motorcycle. I would not travel any other way over there, if I could possibly get a two-wheeler to travel on. There is no other way that will equal it for pleasure and expense is very slight.

"I am organizing a small and select party to go along. It will consist of both ladies and gentlemen, and we are going to take it easy and see all there is to be seen, and I shall be glad to hear from anyone interested in taking such a trip and to give details to anyone who might care to join us. My experience in touring there will enable me to take a party over at a less cost than they could accomplish by themselves, in addition to my knowing something of the customs of the different countries, speaking the language and being able to point out spots of interest little known to the ordinary tourist, which would otherwise be passed by.

"No one who has not been there can imagine the pleasure of a motorcycle trip through Europe. Just a glance through the various places will be enough, however, to make them want to go. Think of Berlin with its many miles of asphalt streets, beautiful parks and buildings; the palaces at Potsdam, the quaint and beautiful Spreewald; Wittenberg, the home of Martin Luther; the art galleries of Dresden; the scenery and customs of the Tyrol; Munich; think of traversing the famous Black Forest on the faithful "tub"; Heidelberg, the city of learning and student duels; the storied banks of the Rhine (the roads are elegant); Holland, with its canals, brick-paved roads, windmills and quaint costumes; England, the country of sand-papered roads, where every lane is a boulevard. Isn't it enough to make a centenarian want to go along? Anyone who could not enjoy himself on a trip like that doesn't deserve to have any pleasure. It is an experience that cannot be had in any other way. I visited places where the inhabitants did not know what a tourist looked like—places where the dogs bark at strangers. Places where you meet the real people of the country, plain, unvarnished, hospitable and intensely interesting. Places that are often not even mentioned on the railroad maps. Little wayside inns, where you are treated as one of the family. Can you blame a man for throwing off the cares of business and chasing off to partake? There will be no two answers to that question if you have ever been there.

"Laying aside all flowery eloquence, it will be a trip well ahead of anything I know of, and I have traveled about as much as most people, both here and abroad. It is cheaper by far than the same trip would be on this side and more interesting, owing to the entirely different customs, languages and scenery. To come anywhere near it in America would mean that a man would have to travel from coast to coast and from Canada to Mexico. And, by the way, I plan on coming back by way of Montreal, Niagara and the Great Lakes. This trip is no doubt familiar to many and they know what it is without my telling them.

"I will try and get the tour doped out so as to take in the two big endurance runs of England and Scotland. If I can possibly arrange it, this will be done, which will add a great deal to the novelty and interest of the trip.

"It might interest some folks to know how I came to join the ranks of the enthusiastic motorcyclists. I had always thought of the motorcycle as a joke, a pretty poor excuse for a bad attack of tinkeritis, and a very unenjoyable method of travel when a bicycle could be procured. I was, in other words, very much prejudiced against a motor-driven bicycle, but an enthusiastic person when it came to pedaling my head off on a regular. In 1908 I was in Europe, touring by train. My cousin, Will Stout, of St. Paul, who was on the staff of the Dispatch, was to take a trip through northwestern Europe and British Isles by motorcycle, in the interest of the paper. He needed a man as photographer, and, knowing that I had done something in that line, he tried to get me to take the job. I laughed at him—told him that a bicycle was good enough for me and all that rot about the engine being so heavy that it was too hard pedaling, etc. Finally he got me to try it out for only two days.

'Nuff said!

It did not take even the first day to convince me of all I had been missing. Now I could not do without a motorcycle. It beats the automobile six ways for Sunday. I have a car, and a good one, but it has not been out of the garage in two months. Couldn't keep me away from my motorcycle that long with a club. The funny part of it is that the more you ride the more you want to ride. I almost have to leave it alone during the busy season or I would have no time for business."

Sums Up the Case for the Motorcycle.

Crisp, pointed and epigrammatic picturing of the allurements and merits of the motorcycle is happily presented as the last page in the literature describing Reliance motorcycles, and so striking, imaginative and at the same time logical is the summing up, that it is worth reproduction. Its language is:

"The one dominant idea in man's progress has been his desire to annihilate space—to cover great distances quickly.

"This is not mere speed madness. It is a natural wish to master conditions—to save time and energy—to do more—to see more—to crowd more into life and to break the fetters that bind him to one spot.

"It took our grandfathers all day to travel 30 miles. Then came the power machines—the locomotive, the trolley, the motor car, the aeroplane the motorcycle.

"Of all these means of travel for covering distances easily and quickly, the handiest, the most pliable, the most individual, the least expensive is the motorcycle.

"The first cost is about the same as for a good horse. The power costs less than a horse's feed. There is practically no care nor stabling. The motorcycle does not eat its head off when idle.

"With a good motorcycle you can go further in an hour than a horse will take you in a whole day. City, town or country, the motorcycle is at home everywhere. It is equally adapted for business or pleasure.

"It is used in telegraphic messenger service, in the special mail service, in the rural free delivery service. It is used by the mounted police and in the armies of the great powers.

"It carries the city men to the country or to the golf links.

"On the farm it solves the problem of doing the odd errands to town quickly and cheaply without taking a horse from the day's work.

"It carries the mechanic to his job, the foreman or factory hand to his work.

"It permits the man employed in the city to live in the country.

"It takes the agent or canvasser from house to house. It carries the salesman from town to town without depending on trains.

"It saves time, it saves car-fare, and anyone who has tried it will tell you that motorcycling is about the most exhilarating sport in the world."

Mail a Copy to Your Friend!

You know to whom you want a copy of this issue mailed. Send ten cents and the name and address. ***

Some Things a Five-Time Motorcycle Owner Learned

My motorcycle experience has covered a number of years and I have been the owner of five machines. I have ridden in different states under many and varied circumstances, up the steepest hills and in the deepest sand on both old and new machines. My experience with old machines has probably been of greater value to me so far than anything else. With them I learned by hard lessons the art of repairing, which warms one up in the collar in more ways than one on a hot summer's day. It is that which every old or new motorcyclist must learn before he can get the fullest pleasure out of his machine or exhibit himself and his machine with pride before his friends and the still critical public and thus gain friends for his little "bachelor's auto," instead of making enemies.

My lessons were that I must ride my machine decently and sensibly and must not run it with wide open throttle; that I must treat it as I would a horse—it needs regular care, cleaning, adjusting; all nuts should be kept tight and it should be regularly fed, for I have found that it will not run without food when one is far away from the gasoline tank.

I learned what I, as a new motorcyclist, thought was unnecessary. If your machine has battery ignition it is well to always test the pulse before starting out, as sometimes it gets weak and then look out for the spark, or you will be seen bringing the machine home instead of the machine carrying you and some wit will probably come along and say, "Better get a horse."

Incidentally, too, I learned by experience that ignition troubles may sometimes only be located by straining the wires at all points, thus finding wires under insulation, which make a perfect circuit when the machine is standing still, but which on rough road causes skipping. To me such things were very valuable lessons.

I am sure all experienced motorcyclists will agree with me that when things are running well, the all important matter is to see that the motor is receiving oil in proper amounts for the speed of the engine, remembering that the speed and heat on different occasions and roads vary considerably.

It seems that too much stress cannot be laid on the care of these useful and fascinating machines, for it is a regrettable fact that half of the machines bought in the past have soon been sent to the junk heap simply because of misuse, caused by riders desiring to show off, with the result of discrediting motorcycling instead of boosting it. We veterans are glad that with better machines come better sense and better care every year.

In touring, motorcyclists know what it is to pass over long stretches of roads where crushed stone is put down loose, and well, too, they know the effect on tires of these sharp-pointed little stones, as well as nails, glass, tin and the like. I have found that an inexpensive tire cover can be made from a bicycle tire. One motorcyclist procured one for 20 cents that was almost new and only had one puncture. This single tube tire was cut open on the rim side entirely around and laid out flat. Short loops of rawhide, cut from common belt lacers, which are procurable at any hardware store, were riveted on every ten inches with split copper rivets, the heads being on the inside so as not to chafe the tire. The loops were two inches long and in them was placed a strop of the same material, buckled tight, one on each side. Strops are easily made by the use of a punch and small buckles, and they are not only cheap, but stronger than any other leather. The protector or cover was thus held on by the same principle as chains on automobile tires and this first experimental protective tire lasted on all kinds of roads over 600 miles under a heavy machine and rider. It was punctured a dozen times while the tires under it remained undamaged and unworn. A motorcycle tire would, of course, be better still on account of its larger size.

However, each rider will accumulate a thousand "kinks" and ideas, both of his own invention and from others. Out of the lot he will take great pleasure and satisfaction in employing and exploiting his own "pets," from a carbureter attachment, for winter weather starting, to some ingenious way of carrying luggage.

Now a few words on the joys of touring when you have a good machine and you know how to take care of it. For instance, on a fine day last September I left a point in western Ohio and rode over 100 miles in the morning, entering Cleveland by way of Elyria over fine roads after enjoying the beautiful scenery and rich farming country that lay along the entire route. While in Cleveland I visited friends and took in the sights of that beautiful ctiy in a more complete manner than on any previous visit, for what could be better than a motorcycle to take one to the points of interest of a great city?

Desiring to reach home as soon as possible I took the night boat for Buffalo, having my machine checked free. I might mention that I was misinformed as the time of the departure of the boat and I only had three minutes to get my ticket and drain off a gallon of gasoline, so that I could take my machine aboard. One would have laughed to see me open all the openings in that gasoline tank, turn the machine upside down and dump the gasoline into the lake as food for the fishes. I got my ticket and ran my machine on the gangplank just as they were about to pull it in.

The next morning I left Buffalo at 7:30 for Batavia, N. Y., encountering considerable water and a few muddy places and a much-worn macadamized road on the way. From Batavia to Rochester I found dry excellent roads. The day was ideal and the country picturesque. After a dinner in Rochester I proceeded to Geneva, over 50 miles of one of the finest pieces of oiled state road that I have ever encountered. I just sat on the machine listening to its steady, pleasant talk to see if it spoke of any needs. From Geneva to Ithaca there were country roads and large hills, well marked by the zealous automobile clubs so that one need not ask the road to any large town.

Ithaca, N. Y., and more gasoline next, and a chat with the college boys who were down at the motorcycle garage with their machines, and then for Cortland, where I could expect a pleasant evening with friends and their spare bed to stretch and dream of the fine day's ride. I arrived there at 7:30 p. m., having ridden 240 miles and my machine in perfect condition. The only accident of the day was the loss of my battery plug for a few minutes in the middle of the road.

The machine was in good shape when I started and was in good condition when I finished, because all day I had been controlling it with care. I was satisfied with the distance covered and the condition of the machine. I completed the last lap of 60 miles to my home near Binghamton, N. Y., the next day. The sport of motorcycling is great and it pays to take care of your machine.

L. VERNON DAVIS.

Cleveland Endurance Blanks Ready.

Entry blanks are out for the Cleveland (O.) Motorcycle Club's three-day endurance run on May 28-29-30. The distance is approximately 500 miles. There are three classes, private owners, trade riders and dealers' riders. The latter two classes practically are identical, and the dealers' riders, who must be employes of dealers, may team to compete for the Cleveland News trophy. Dealers will be allowed to enter only one team riding the same make of machine. For a perfect score of 1,000 points, individual riders will receive gold medals and silver medals will be given to those whose score is between 950 and 999 points. The standard road competition rules govern the contest.

A-Wheel in New England



THE MOST delightful two weeks' vacation a wheelman can have in this country is the one I am going to tell you about, and I know because I have tried it. Starting from and returning to Boston you can, in a fortnight's time, visit the Heart of the Commonwealth, the Connecticut Valley, both ends of Hoosac Tunnel, the Berkshire Hills, the Hudson River, Saratoga Springs, Lake George, Lake Champlain, the Green Mountains, the White Mountains, Lake Winnipiseogee, the Colonial towns of Portsmouth, Newburyport, Salem and Marblehead, the Swampscott, Nahant and Revere beaches and the Ocean Boulevard, which connects them with the hub of the universe. The average daily mileage will be about 40 miles, and sailing on three lakes and one river will add to the fascinations of the trip. If you're ripe for the ramble I'll reel off the route.

Leave Boston on a Sunday morning—an ocean trip from New York will bring you overnight—wheeling past the historic Common and the Public Garden to Arlington street and so on to the Millionaires' Mile on Commonwealth avenue. If you don't take any notice of the millionaires they won't molest you, but if you try to fool with them they are apt to act savage.

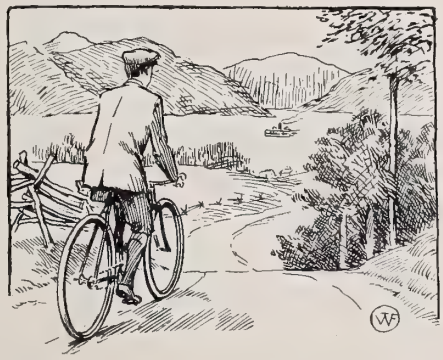
Go straight out through Allston, crossing the Charles River at the United States Arsenal and swinging around by the parkway into Watertown. Professor Hosford, the inventor of acid phosphate, believed that Leif Ericsson visited Watertown about A. D. 1000 and founded there the city of Norumbega, but he has few fellow-believers. When a large restaurant, conducted on temperance principles, was established at Norumbega Park, its critics insisted that the name was No-Rum-Begad.

Next we come to Waltham, the place where they make the watches and everybody works in the watch factory and lives on tick. And so we go through Boston's beautiful and far-reaching suburbs where the roads are good and the barns are painted. Once in a while we pass a house of undoubted Colonial origin or a tiny graveyard where little flags decorate alike the mounds above the patriots of the Revolution and their successors of the Civil War.

After twenty miles or so you pass the Wayside Inn, the self-same "ancient hostelrie" made famous by Longfellow's "Tales of a Wayside Inn." Now, Mr. Longfellow may have been a pretty good poet, but he never wrote anything just like this:

How do you get to the Wayside Inn?
That is just how you happen to feel.
Some of us travel in motor cars;
Some of us stick to the wheel.
If you lose your way and you ask a man,
He will answer with a grin,
"Go Way Inside by the Inside Way,
And you'll come to the Wayside Inn."

Worcester is forty-four miles from Boston and you stop there for the night, having attained its outskirts by a mile-long coast



down from quaint little Shrewsbury on the Hilltop and across the bridge which spans the slim waist of Lake Quinsigamond.

On Monday you ride from Worcester to Springfield, over good hard roads, through thriving mill towns and past fertile farms. There is one spot above all others where I love to linger and loiter and lazily loaf, a narrow pass where thickly wooded hills close tightly in on river, rail and road, and where a valley opens to the west, that is to me the very loveliest of all New England valleys that I know. Infrequent traffic passes up the road, a farmer's wagon or a motor car, the shallow river babbles noisily, a freight train lumbers slowly up the grade, light, fleecy clouds are in the sky above, while in the shadow of a roadside tree the cyclist tarries, glad to be alive.

In the afternoon you reach Indian Orchard. Do you know why it is called Indian Orchard, Mr. Johnson? No, George, why is it called Indian Orchard? Because it is there that the Indian-apple-is. Minstrel shows have stranded on worse jokes than that.

Springfield is only fifty miles from Worcester and the roads are so good that you arrive there long before supper time, and it seems a longer time than it is.

Now will be a good time to exploit my theories about touring. In the first place, you should always make an early start. In all these towns you are going to visit they have dinner in the middle of the day. If you can begin riding by seven you can thus guard against delay from accidents and can arrive at your dinner town long before twelve. Do your resting then, begin your leisurely dinner as soon as the bell rings and resume your journey as soon as you comfortably and healthfully can. If you have not laid out too long a distance for the day, you will be at your supper town in time for another good rest. The best time to write your letters is while you are waiting for meals. When the days are long you can often put in ten or twenty miles between supper and dark and, strange to say, you will find that the easiest riding of the whole day.

So after supper you ride from Springfield up the Connecticut Valley to Northhampton, a beautiful city with enough shade trees within its borders to stock a forest. Smith College will be closed for the summer when you get there, but you won't mind that, for its students are all girls, and who cares anything about girls, anyway?

You won't have time to visit Mount Tom, but that doesn't aMount Tom uch. A man who would decry so picturesque a height for so malignant a pun is a pusillanimous pup.

On Tuesday you ride northwesterly through Florence, the home of sewing machines and oil stoves, to Williamsburg, where railroad and trolley stop and hills begin to rise. Don't fail to notice the magnificent elm trees all about here, sometimes even growing in the middle of hayfields. Tobacco is also extensively grown along the river banks for miles up and down the Connecticut. When you leave Williamsburg you go up four or five miles of good state road to Goshen, a summer resort town of 1,500 feet above sea level, where you have an extensive view of the country once devastated by the bursting of a d——, which inundated the country for miles, causing great destruction. A heroic milkman named Collins Graves saved many lives by riding at breakneck speed down the valley and warning the doomed households of the onrushing waters.

Ashfield next, in whose vicinity were

born the author George William Curtis and the dry goods king Marshall Field. Descending to the Deerfield River at Buckland you follow the confined valley of that striking and paintable stream all the way to the Hoosac Tunnel, near the mouth of which you put up for the night.

On Wednesday morning you make an early start and climb the road over the tunnel. Near its beginning you come across a ledge of rock that looks for all the world as if it were composed of fossil trees, the texture of the wood and of the bark being



exactly like the real. Maybe it **is** petrified wood, I don't know. After an ascent of about two miles you turn around and behold the greatest jumble of mountains you ever looked at. It is as if some giant's hand had thrown twenty or thirty of them together side by side, forever to remain clumsily clustered in cumbersome confusion. The sight is awe-inspiring and sublime, and I think all will agree with me that it well repays the trouble and the toil.

The descent on the North Adams side of the tunnel is gradual enough, but it zigzags so around its acute corners that you should be a Prudent Peter and not a Careless Clarence in negotiating them. A level sandpapered road takes you to Williamstown, one of the prettiest towns in the whole state, the home of Williams College and the birthplace of the American Board of Foreign Missions.

In the afternoon you ride down to Pittsfield, skirting the foot of Mount Greylock, the highest mountain in Massachusetts, and passing in Lanesborough the last resting place of Josh Billings, the humorist. You are now in the heart of the Berkshire Hills, the country home of so many of our plutocrats, the height of whose season here is in the autumn and not in the summer. Dinner at Williamstown, supper at Pittsfield and then through Lenox to Stockbridge for the night.

On Thursday you continue down the valley of the Housatonic to Great Barrington, where William Cullen Bryant was born and where Mark Hopkins built the chateau he never enjoyed. Thence into New York State, where at Hudson you catch the up-river boat for Albany, enjoying splendid backward views of the Catskill Mountains. On Friday you wheel via Cohoes and Mechanicsville to Saratoga Springs. Now let me tell you about Saratoga. The waters of its mineral springs are cool, sparkling and delicious and you are tempted to imbibe deep and often. Should any fiend in human form invite you to drink alcoholic stimulants instead, his is the better way. Stick to the stuff with the serpent in the bottom of the glass and quaff not Nature's own crystal beverage. Your head may not feel normal the next morning, but your innards will be quiescent.

On Saturday morning you start early and ride through Glens Falls to the foot of Lake George. You may have to hustle a little to make it, but you have a long, lazy day of steamboating ahead of you and it's worth the trying. Lake George is to me the most delectable of them all, with its verdant frame of encompassing mountains and its inset of 365 islands, one for every day in the year and a turtle on a log for Leap Year. Camps, bungalows, cottages, villas, hotels and palaces abound and you can't help noticing that here as everywhere else the humbler the dwelling, the more fun its inhabitants have. The sweller the hotel, the more unforgivable it is to be joyous.

The forenoon is taken up with the trip up Lake George, the afternoon following suit with a sail on Lake Champlain. As you pass Ticonderoga everyone looks wisely at the dismantled fort and says, "In the name of the great Jehovah and the Continental



Congress." You ask them who said that and they reply, "Ethan Allen." But, mind you, that is everything they know about it. They don't know who Ethan Allen was or why he said it, but the quoting of it hints at history and insinuates intellectuality. Next time you pass a historic spot try them yourselves with, "Put none but Americans on guard to-night." Tell them George Washington said it, and if they ask any more, advise them to brush up their history. They won't do it, but they'll think you are endowed with learning.

The boat takes you to Burlington, Vermont, where you spend Saturday night. On Sunday you wheel eastward to Montpelier, directly through the heart of the Green Mountains, passing between its highest peaks, Mount Mansfield and Camel's Hump. The road is practically level all the way and the views are fine, the distance for the day being only forty miles. All the day you follow closely the Winooski, or Wild



Onion River. Gee, what must a wild onion be like, when the tame ones are what they are?

Monday's ride is to St. Johnsbury and it takes you through Marshfield, where of all the cows the minister's cow alone is permitted to browse on the lush, rank grass of the gutter or nibble coyly at the wayside clover. I once spent a July night in the hotel at that town. I'd hate to tell you what place my room was hotter than, but you know what place I mean. After leaving St. Johnsbury you begin to approach the White Mountains and after 24 miles you are in Franconia, where you stop for dinner, supper and breakfast. In the afternoon you visit the Profile, five miles away mostly up hill, and gaze your fill on that most satisfactory of all of Nature's freaks, the Great Stone Face, which from its height speaks to us of sternness and justice, but of absolute integrity. Scientists tell us that the forces of nature may at any time deprive us of that glorious vision, but let us hope it may not happen soon.

It was at Franconia that the waitress in the hotel once asked me whether I would have cranberries or bee-honey. It was like asking a small boy whether he'd have potatoes or cake. I know a limerick about Franconia.

A soft-headed youg man of Franconia
Became rich and, of course, became tonier;
So he ordered new suits,
New hats and new boots,
And the next thing he had was pneumonia.

On Wednesday you have a stiff climb of two or three miles before you reach Bethlehem, but after that it is much easier.

If you desire you may stop at the Mount Pleasant House and take the train to the summit of Mount Washington, and I certainly should advise you to do so if the day is clear. You may eat dinner on top and return in time to reach Bartlett before supper. The mountain views on this day will be the grandest you will have during the whole trip, as Mount Washington will be directly ahead of you for miles in the morning, while in the afternoon your way lies down through the Crawford Notch, never so steep as to be unridable and yet filled with magnificent coasts. You spend the night at Bartlett after only 37 miles of riding.

Friday is taken up with wheeling across country to Centre Harbor, passing first through Intervale, with many dismounts for backward views of the Presidential Range, and on beside the brawling Saco River through North Conway to Conway, where you stop for dinner after a short and easy ride. That afternoon you will make the acquaintance of grand old Mount Chocorua, but only from a distance, as you ride through Madison, Tamworth and Sandwich to Centre Harbor on Lake Winnipiseogee. By the way, that is pronounced to rhyme with Milwaukee.

A man from Lake Winnipiseogee
Was slender and skinny and gawky.
But he gained adiposity,
And attained corporosity,
By using what comes from Milwaukee.

On Saturday morning you have a delightful sail across the lake, leaving the mountains farther behind you at every turn of the paddle-wheels. Down the hill you ride to Farmington for dinner, then more down hill through Rochester and Dover to Portsmouth, where a hotel greets you that will gladden your heart. After supper you may wheel either across the river into Maine, to visit the Navy Yard at Kittery, or down the river to Newcastle, where was signed the treaty that ended the Russo-Japanese war. The tide about here runs extremely strong at times and there is a headland jutting out into the river that is known by the descriptive and diabolical designation of Pull-and-be-damned Point. Of course, the sentiment of the name is by no means so bad as it sounds.

Sunday is the last day of your vacation and you celebrate it by a long, easy and delightful ride of seventy miles over a fine road without a real hill to its name. The first twenty miles takes you into Newburyport, with its old High street fringed by handsome estates, many of whose houses are more than a century old. I knew that Newburyport was a fine old city, Mr. Johnson. Well, George, and how did you know that Newburyport was a fine old city? I knew-by-report, Mr. Johnson. Hush, George, it is the Sabbath day.

You pass through Rowley, where the old cemetery in the center of the town has more inhabitants than the town itself; Ipswich, Hamilton, Wenham and Beverly, all of which places contain magnificent summer residences, the latter holding the hot-weather capital of the United States, by reason of President Taft's spending the vacation season there; Salem with its Colonial architecture and its history blotted with the witchcraft delusion; Marblehead with its queer old streets and its harbor filled with swift, comfortable or palatial yachts; Swampscott with its summer hotels, where first you attain the Ocean Boulevard, the finest shore road on the continent; Lynn, the former home of three famous women, Moll Pitcher, Lydia Pinkham and Mary Baker Eddy; Nahant, that almost-island looming to the east, of which we pass through but a fraction; Revere Beach, the most orderly of all heavily-attended beach resorts in the world. No booze, no gambling and no bums.

And so we wheel back to our starting point and enter Boston by the Harvard Bridge across the newly-made Charles River Basin, bringing more with us than we took away, in tan, in muscle and in appetite.

Sometimes the hills have seemed to be unending,
Some precious hours have been lost in mending
Unfaithful coaster-brakes or punctured tires.
What then? They're but a portion of the game,
Your friends will say they've often had the same,
And those who say they never had are liars.

QUINCY KILBY.

Vanden Dries Leads Cyclists at the 22d.

In one of the cleanest fought and most exciting flat floor races of the season, William Vanden Dries led the field all the way in the two-mile bicycle scratch race at the military championship athletic meet at the Twenty-second armory on the 22d inst. C. A. Mohrman kept Vanden Dries busy all the way, but lost the victory by a wheel. C. A. Nugent was third. Time, 5:16⅕. The race was marked by sensational spills, in which W. Scheneyer and H. Lightfire, tumbled over the ropes into the crowd, but luck was with them and they escaped unscathed.

Essex Bicycle Club is 33 Years Old.

Not many bicycle clubs can boast holding a 33d annual meeting, but the Essex Bicycle Club, of Newark, N. J., is one that can, as it held its 33d annual on the evening of the 26th inst. in the balcony of the Arena on Market street. The meeting was followed by a theater party. The officers elected are: Colonel W. S. Richter, president; H. W. Knight, vice-president; B. J. Coe, secretary and treasurer.

Bicycles Expedite Japanese Letters.

Postal delivery by means of bicycles is the new system which went into operation in Tokyo, Japan, on February 11. The arrangement is that letters or parcels will be carried to destination and delivered within 30 minutes of the time of sending into the post office, provided that the destination is within the district where posted. If the destination be outside that district an additional thirty minutes will be required for each additional district. The charge for this special delivery is three cents within Tokyo and six cents for delivery in Yokohama.

CYCLES A "SOCIETY" ADJUNCT IN BERMUDA.



E. V. Kane, Miss Adelaide Townsend and Miss Viola Townsend, of New York.

RESISTING THE NEW YORK CHANGE

Proposed $5 Yearly Tax on Motorcyclists Arouses F. A. M. Committee—Hamilton Issues a Call to Arms.

Aroused by the threatening situation in New York State, where all motorcyclists may have to pay $5 per year and carry registration numbers, the legal action committee of the F. A. M. has actually gone into action and is urging every motorcyclist in the Empire State to bring pressure to bear at once on his state representative and state senator, urging the legislators to kill the proposed amendment to the Callan law that would bring motorcyclists under practically the same requirements as automobiles. Furthermore, the committee has engaged legal counsel to carry on the fight for the motorcyclists of the state, and their cause was represented in the hearing which was given on the bill on Tuesday, 25th inst., at Albany. Charles Thaddeus Terry, of New York, plead the cause of the motorcyclists. He is one of New York's prominent lawyers and has been conspicuous in work for the American Automobile Association in opposing unjust legislation against motorists.

Since it is impossible for the committee to reach all the motorcyclists in the state by means of letters, every rider is urged to pass the word to every other rider he knows, suggesting the writing of letters to their respective representatives and senators. The letter in each case should ask the legislator to vote against the proposed amendment to the Callan bill by which motorcyclists would be compelled to pay $5 a year and to carry registration numbers like the big automobiles. Motorcycles were taken out of the New York State automobile law in 1904 and nothing has happened meanwhile that would justify their being put back in it. Motor propelled bicycles have caused no more accidents and no accidents more serious than bicycles, and, like bicycles, they are at the mercy of everything else on the road, needing special protection from motor cars.

Motorcycles are put right in as motor vehicles, by the amendment, setting them on the same footing as motor trucks, limousine cars and high-powered roadsters. In fact the amendment simply strikes out the motorcycle exemption clause that the F. A. M. in 1904 succeeded in having put in the motor vehicle law. Not only have owners got to pay $5 a pair for registration, according to the amendment, but dealers and manufacturers would have to pay $15 a year, to cover what machines they might have out on the road. The number plate requirement is that motorcycles must carry "such sign or mark as may be furnished by the Secretary of State." Under the amendment, a man who sells his motorcycle must report the sale to the Secretary of State, and the man who buys it must report the purchase of it. Machines owned by cities and towns would not need to carry numbers. Sixteen years is the age limit set by the amendment, so that no rider under that age would be permitted to ride his motorcycle in New York State. As the amendment reads, every motorcycle would have to do like the automobiles do and carry two white lights in front and a red light at the rear.

The proposed law would make motorcyclists liable to a fine of $200 for violations of the law as to registration, speeding and the carrying of numbers, whereas a maximum of $10 for ordinary cases of speeding and traffic violation is what obtains at present. Motorcycle cases at present are disposed of by a prompt hearing in police court or lowest court, but under the proposed amendment motorcycle offenders would have to be bound over and held for special sessions, entailing delay and expense. For these and other reasons that the committee present, the motorcyclists in New York State have reason to become alive to the danger that threatens them.

Prince Has Lake Cities on the String.

Having interested motorcycle enthusiasts of Detroit, Cleveland and Buffalo in projects for building board tracks in those cities, Jack Prince is suggesting to them the advantage of a tri-city racing circuit. To the Detroit Club he has made a proposition for building a three-lap track for $7,500 or $8,000, and the club is inclined to go ahead with the plans. The Buffalo Motorcycle Club is interested in the board track project, due to the fact that Buffalo this year will be the scene of the national meet of the Federation of American Motorcyclists, and it is thought that a board track is needed for the national championship and other racing that will be given in connection with the meet. The Cleveland promoters have been conferring with motorcycle dealers as to the money-making possibilities of a board track in that city and are in communication wtih Prince as the possible builder.

Motorcycle Officers Too Frisky.

Because they have been burning up the streets and causing all kinds of trouble by misuse of their machines, it is alleged, motorcycle cops of Kansas City, Mo., are to be humiliated by having to carry numbers like ordinary mortals in that town, if the edict of the police board is carried out. There have been many complaints, it is said, of the reckless manner in which the motorcycle cops have been turning the city streets into Vanderbilt Cup courses and smashing up their machines as well as causing annoyance to people. Now the commissioners threaten to make the policemen carry big numbers so that they can find out who is responsible for all the "cutting up," as previous investigations have borne no fruit.

DEALERS HELP CLUBS TO START

Assisting in the Organization Movement in Different Sections—F. A. M. Affiliations Continue.

Dealers have caught the club organizing fever bad in the past few weeks and the epidemic is at its height. O. Overton, a Mobile (Ala.) dealer, reports progress on a club in that city. Not satisfied with nearly a dozen clubs already, Chicago apparently wants to have a club in every block. This impression is gained from the fact that W. J. Moerschbacher, 1007 Rush street, has the nucleus of another club lined up.

Earle H. Jayne, a Troy (N. Y.) dealer, is shouting F. A. M. club in the shirt and collar town, and shouting it so loudly that not only local riders, but students in the Rensselaer Polytechnic Institute have taken up the cry. There undoubtedly will be something doing soon. Between sales of machines, DeWitt Doyle, Emblem agent in Colorado Springs, Col., has found time to organize an F. A. M. club. The preliminaries will be completed soon. Louis C. Stumme, a live wire F. A. M. member of Danville, Ill., also is contributing his mite in the form of organizing an F. A. M. club. It will unfurl its banner shortly. Taking the alluring title of the Ideal Motorcycle Club of Rockford, Ill., motorcyclists of that city have organized. Clarence Carratt, 2107 16th avenue, is one of the moving spirits in the new club.

Even fashionable Atlantic City looks like a fertile spot for F. A. M. proselyting. The Atlantic City Motorcycle Club, which is not affiliated, is the object of special attention and solicitude from the chairman of the membership committee. The club still has a few rough edges which will be smoothed up if it comes into the F. A. M. family. The Topeka (Kan.) Motorcycle Club affiliated last week as number 112, bringing in 13 men. Next came the New Bedford (Mass.) Club, number 113, with 29 men.

Howell Will Ride Again Minus a Leg.

Despite the fact that last fall he lost a leg as a result of a motorcycle accident, Byers M. Howell, of the firm of A. B. & B. M. Howell, central Ohio agents for the New Era, will be seen again on his motorcycle this year. While on a cross-country trip between Columbus and Springfield, O., Howell was thrown from his machine and in the fall injured his right leg. Blood poisoning developed and the injured leg was removed to save the young man's life. With the coming of spring the old motorcycle fever entered Howell's blood and he commenced to figure how he might ride his machine in spite of the fact that he has but one leg. His mechanical ability aided him in re-arranging the controlling levers so that he now is able to ride quite as well as other motorcyclists.

EIGHT SCORES PERFECT IN FIRST TIME TRIAL

Twenty-one Starters, of Whom Only Two Fail to Finish — Merkel Twin Team Wins Fleming Trophy — Chapple Beats an Erie Train — Jersey Justice Cuts Rates — Two Nabbed on Broadway.

Mud and police were the chief obstacles to perfect scores in the first trio cup trial of the Motorcycle Touring Club of New York, (Affiliated) on Sunday, 23d inst., over the New York-Fishkill-Newburg-Suffern course, 138 miles, but in spite of these interferences and some mechanical troubles as well, eight of the 21 starters finished without any smudges on their road records. While tire equipment was well distributed, Bosch magnetos had a monopoly of the ignition honors, every perfect score machine, as well as all of the survivors being



THE CONTROL AT NEWBURGH

so equipped. Remarkable to relate only two of the starters failed to finish and their defection was due to mechanical trouble.

Those who earned clean scores were the following: G. A. Ashley, Merkel; Joseph Buckingham, Harley-Davidson; A. Hoffman, Merkel; S. B. Thorpe, Harley-Davidson; J. B. Meinell, Merkel; David Molin, N. S. U.; L. Schultheis, Merkel; William Wood, N. S. U. In addition to having the greatest number of perfect scores and greatest number of finishers of any particular make of machine, the Merkel twin team, consisting of Ashley, Hoffman and Siemsen, won the club team prize, scoring 2,988 points out of a possible 3,000. They represented the Motorcycle Touring Club (Affiliated). Second honors in this class went to the Indian team, consisting of Dreier, Levin and Toepel, who finished with 2,811 points. They also represented the affiliated club.

This club team prize is a silver cup offered to the team, representing a club, that shall have the highest total points after each trial. The winning team holds the cup until another team wins it in a succeeding trial, and it becomes the permanent property of the team winning it three times. The winning Merkel team made a double killing, for it also made the highest score in the competition for the three duplicate cups offered to the team of three men riding the same make of machine who achieve the highest total score in the entire series of trials. This class might be termed the "same-make team" division, but it was not a trade class, for there were but two tradesmen in it, the other contestants being private owners. The scores in the "same-make machine" class follow: Merkel, 2,988; Harley-Davidson, 2,985; Merkel, 2,975; N. S. U., 2,973; Indian, 2,811.

Of the 25 entrants 21 made good by starting and 19 finished. Albert Kreuder was the only post entrant. There were two classes, A for singles and B for twins. Eleven singles and ten twins started, and one of each class dropped out, giving the singles a slightly better average. Considering the generous rains of the preceding week the course was not as bad as might be expected, there being but one really difficult stretch.

The men were checked out in squads from F. B. Widmayer's establishment at 2312 Broadway at two-minute intervals after 7 a. m. by J. P. Thornley, chairman of the F. A. M. competition committee. The schedule called for 17 miles an hour, which seemed easy on the good roads, but called for some tall going after the mud stretch had done its work in delaying the riders. The first control was at Koenig Bros. garage at Tarrytown, and all but one arrived there on time. C. Frolke, Harley-Davidson, was missing.

Outside Tarrytown the hill climbing test



FERRYING ACROSS THE HUDSON

was held on Aqueduct hill, which is about 600 feet long with a maximum grade of 14 per cent. All but three got up the hill without pedaling or dismounting. M. P. Sullivan, who had a Thor twin with an Indian forecar attached, had to get out of the saddle and run alongside, nursing the machine with the clutch. He lost 10 points for this. C. E. Beuchner, Merkel, and Albert Kreuder, M.M., pedaled and then dismounted, which cost them 25 points each. Beuchner blew out a gasket and repeated the performance several times thereafter during the run, while Kreuder's engine simply "died" without any apparent reason. Through an oversight in instructing the checker on the hill, he debited the men who dismounted as simply having pedaled, but as they afterward admitted to the referee having dismounted, their word supersedes the hill checker's report. There is no controversy on this point, but simply a misunderstanding on the checker's part, due to his not having been told to indicate on his record when a rider dismounted.

At Peekskill the checking station was at George Sorenson's, the Merkel and Thor agent, and all but Frolke, who was out,



AHEAD OF SCHEDULE NEAR TUXEDO

arrived on time. Sorenson placed his establishment at the disposal of the contestants and also helped by providing checkers for the hill climb. All had a good word for the treatment they received from him. After leaving Peekskill the fun commenced. About six miles out the riders struck a mud stretch that knocked a good many clean scores to smithereens. It was several miles long and the spring mud was deep and heavy. It stalled engines in no time and walking and pushing the heavy machines became the fashion. Many were soon exhausted by this hard work and time flew—also precious points.

Sullivan and his heavy fore-car outfit got mired in the mud and soon "chucked it" so far as the contest was concerned. Toepel and Levin, of the Indian team, also received the mud degree in full form. McIntyre, on a Merkel, who was riding that machine for the first time, also floundered and pushed through the mud. As though this were not enough, he also experienced mechanical trouble. Krackowitzer, the N. S. U. man, who was referred to by his fellows as "B-r-r-r Crack!" also got stuck in the gumbo. In addition, he discovered that a nut on one of his inlet valve pull rods had dropped off and the valve was running automatically, which decreased his pulling power.

Wagonblast, a big 240-pounder, on a Merkel, took an involuntary bath in the Hudson near Storm King. While rushing along, his wheel struck one of the numerous gullies that gash the road and which are formed by water running down the mountain, and in a twinkling his machine was headed for the river, which at this point is only a few feet from the edge of the road. He did not go in very far and got only a slight wetting, but he damaged his crank hanger. Beuchner had a lot of trouble blowing gaskets on his inlet cage and was kept busy replacing them. Kreuder had mud trouble, and Krause, Harley-Davidson, fell and damaged his machine. Winhold, on the same make, stayed by his disabled companion and was rewarded for playing the Good Samaritan by being late



PEEKSKILL CONTROL AROUND CORNER

at Fishkill Landing along with all of those who had had real troubles of their own to delay them. All the other riders made Fishkill Landing without penalty, although some of them had troubles that worried them. Just outside Fishkill Landing the riders struck a long hill with sharp turns, that kept going up, up, up. Every time they went over a rise and thought that they were on top, they found another rise right in front, until ultimately the real top was reached. Sand and rocks made the going still harder and those who struck this killing grade with engines almost red hot from the long drill through the mud were punished some more.

After checking at Fishkill Landing the contestants were allowed two hours to cross the river to Newburg and have dinner. The ferry ran every 15 minutes and the trip across required nearly half an hour, but all got to the other side with plenty of time to spare. The hungry crowd descended on the restaurateur at the Newburg landing like a pack of famished wolves and almost cleaned the establishment out of victuals. It was the best day's business the proprietor had done in a long time and he was the acme of politeness and service to his dusty and tired-looking guests who despite their looks had plenty of money to spend.

The second call to saddles was sounded at Newburg at 12:30 p. m., when the riders checked out for the return trip. Suffern was the first check, and with ideal roads under them the riders gave their machines a full head. Everything was lovely along this stretch and the happenings were of the pleasanter sort, in contrast to the up-trip on the other side. Along this section Joe Buckingham massacred two chickens and tossed a dog in the air. The canine came down just in time to be run over by B-r-r-r Crack on his big N. S. U., but no one stopped to learn the extent of the kyoodle's hurts.

A. G. Chapple, who went along as trouble man for the Merkelites, carrying a big heavy bag of parts, had a race with an Erie train near Suffern. Chapple and some of his riders were racing when they overtook an Erie train, which is not a difficult achievement for any motorcycle, as any Erie commuter can testify. The passengers in the cars soon awoke to what was up and opened the windows and yelled and waved handkerchiefs at the flying motorcyclists. The riders steadily drew away from the train and beat it into the next station by over a mile. Harry Mapp also appeared at this point, having come up from New York to help out any Merkelites in trouble, but most of their trouble was over by that time.

After leaving Suffern, where, of course, all checked on time, there were more happenings. From Suffern there are two routes to New York, one via Fort Lee ferry and the other via Nyack and ferry to Tarrytown on the east bank, coming down on the east side. The Fort Lee route was the official one, but those who desired had the option of taking the other. Otto Weinig, a Merkelite who was not in the contest, met the riders outside Suffern and undertook to act as guide. Something went wrong, or else Weinig forgot his signs, for, at any rate, the Merkel



FINISH IN NEW YORK CITY

bunch got on the wrong road and were headed for Haverstraw and the backwoods before they woke up. When they realized their situation, there was some tall "beating it" across country to the Nyack ferry. When they got across to Tarrytown they had only 40 minutes to make the 25 miles to New York and they slid along wide open through the dense Sunday afternoon traffic. The expected happened when John Seimsen was overhauled on Broadway for speeding and was served with a summons to go to court the next day. The delay made him late at the finish and chipped 12 points off his otherwise perfect score.

Over in New Jersey the wheels of justice also were grinding. Winhold, of the Harley-Davidson outfit, was nabbed at a railroad crossing near Hackensack. He was clipping along with three others when a constable hailed them. The others "let out," but Winhold got to the crossing just as the gates were down and he was trapped. The constable lugged him before a justice nearby, who assessed him $6.50 after hearing his defense. The charge was no Jersey license plate. Winhold did not have the necessary amount and was able to dig up only $4. The justice did not hesitate to cut prices, even on Sunday, and gave Winhold a blind receipt for the fine, omitting the amount.

Dreier, Toepel and Levin, the Indian team, lost more points coming back be-



ARRIVING AT PEEKSKILL CONTROL

cause of late ferries and their unwillingness to take a chance on being arrested for speeding in New York. The 17-mile schedule meant "taking a chance" on Broadway.

At the finish, when the Merkel and Harley-Davidson teams learned that they were pretty close and a few points either way meant much, a rumpus started. The Merkelites claimed that Thorpe of the Harleys had no right to go into the Newburg control ahead of time and secure tools to work on his machine. Thorpe claimed that as captain he had a right to go in to see if arrangements for checking were all right, and that his securing tools did not constitute a violation of the rules.

Then the Merkelites took another tack and claimed that the score of the Harley team should not count, as a substitution in members had been made just before the start, an act that, after the entry blank was filed, was forbidden. It then came out that Thorpe of the Harley team went to Chairman Thornley at the start, the referee not being present, and told him that one of the regular members of the team was unable to ride and asked permission to name a substitute. This permission was granted on the ground that the contest had not begun and such a change would affect no scores, and Thorpe filed a card before the start containing the makeup of the new team. It was not generally known at the time, however, that he had secured permission to name a rebuilt team. Such a thing will not be allowed in future trials as it would affect the scores now pending, and if a team member drops out the team must continue without filling his place. The discussion

waxed warm for a time and the Merkel crowd filed a protest but shortly after withdrew it.

The summary:

Results of the first trio cup trial of the Motorcycle Touring Club of New York (affiliated), Sunday, April 23. Course, New York to Newburg and return, 138 miles.

Individual Scores.

Rider and Machine.	Points.
G. A. Ashley, 6 Merkel	1,000
A. Hoffman, 6 Merkel	1,000
J. Buckingham, 4 Harley-Davidson	1,000
S. B. Thorpe, 4 Harley-Davidson	1,000
D. Molin, 4 N. S. U.	1,000
W. Wood, 4 N. S. U.	1,000
J. B. Meinell, 4 Merkel	1,000
L. Schultheis, 4 Merkel	1,000
A. J. McIntyre, 6 Merkel	997
F. J. Dreier, 5 Indian	989
J. Siemsen, 7 Merkel	988
L. Wagonblast, 6 Merkel	987
O. Krause, 4 Harley-Davidson	985
C. E. Beuchner, 4 Merkel	975
H. Krackowitzer, 6 N. S. U.	973
M. E. Toepel, 5 Indian	958
A. Kreuder, 4 M-M	954
S. Levin, 5 Indian	864
S. Winhold, 4 Harley-Davidson	780
C. Frolke, 4 Harley-Dav'son.	Out Tarrytown
M. P. Sullivan 6 Thor (tricar).	Out Fishkill

"Same-Make" Teams.

Merkel (Class B twins)

J. Siemsen	988
G. A. Ashley	1,000
A. Hoffman	1,000
	2,988

Harley-Davidson (Class A singles)

J. Buckingham	1,000
S. B. Thorpe	1,000
O. Krause	985
	2,985

Merkel (Class A singles)

J. B. Meinell	1,000
C. E. Beuchner	975
L. Schultheis	1,000
	2,975

N. S. U. (mixed team)

D. Molin	1,000
H. Krackowitz	973
Wm. Wood	1,000
	2,973

Indian (Class B twins)

F. J. Dreier	987
S. Levin	864
M. E. Toepel	958
	2,811

Club Team Competition.

Merkel

J. Siemsen	988
G. A. Ashley	1,000
A. Hoffman	1,000
	2,988

Indian

F. J. Dreier	989
S. Levin	864
M. E. Toepel	958
	2,811

Track Meet Carded for Zanesville.

Motorcycle races will be a feature of the opening of the fair grounds park, Zanesville, O., on May 25. The track will be put in shape soon and the meet will be conducted by the park association.

OAKLAND SAUCER OPENS AT LAST

Balke the Professional Star of the Day—Johns and Alzini Divide Trade Rider Honors.

Full compensation for the long delay and frequent disappointments connected with the opening of Jack Prince's new Oakland (Cal.) half-mile board motordrome was made to the large crowd which heeded the 'steenth announcement of the opening, last set for Sunday, 23d inst., a contract which the promoters, with the co-operation of the weather man, finally made good on that date. Rosy ante-inaugural promises of the wonderful speed which the new track would show were not too large for fulfilment, for miles under 44 seconds were clicked off regularly, and the racing was of that snappy and brilliant sort which made Los Angeles famous and now promises to do likewise for the new speed bowl at the dooryard of the Golden Gate.

Charles Balke, of the Indian racing team, achieved the honor of winning the first professional race to be run on the new dish, and also brought out the latent speed qualities of the track. Balke was the star of the meet, taking both of the professional events at 5 and 10 miles, respectively, after neck and neck riding at a clip that made the crowd dizzy. In the trade rider classes, Don Johns, DeRosier's latest "find," and J. Alzina, also of the tribe, were the top notchers. Johns trimmed Alzina in a 5-mile race and the latter turned the tables on the Angeleno at three miles. H. N. Oberg, of the San Francisco Motorcycle Club, was the king pin of the private owners, taking two out of three races on an Indian. R. Stewart, also Indian, accounted for the private owner event that Oberg passed up, making the triumph of that make complete.

With eight cylinders cracking like a battery of Gatlings, four men took the gun in the five mile professional. Balke went to the front at the break and the others were at his rear wheel seeking to come up. He unwound too fast, however, to permit such a thing, and the best that the others could do was to hang on. Traveling at better than 81 miles an hour, Balke stayed in front for the whole 10 laps and flashed across the line a winner, with Ray Seymour, Indian, in second pocket and M. J. Graves, Merkel, third. Balke's time was 3:38⅗, an average of 43⅘ seconds to the mile. The crowd liked this kind of racing and was generous with its applause.

Having tasted speed and excitement, the crowd was ready for another helping with even hotter seasoning, and its craving was satisfied when the ten miles professional was served. This event brought out a large field, a feature of all the races by the way, and proved the blue ribbon number on the bill. Again Balke shot to the front when the gun cracked, but Seymour and Graves were hot on his trail and the race settled down to a scrap between this trio, the others being forgotten. Streaking past the grand stand the men lay abreast as if their machines were lashed by a cross bar. On the far side one would break the alignment momentarily and crawl ahead a few inches only to be pulled down by one of the others. This see-saw provided plenty of thrills all the way and kept the crowd yelling itself hoarse. In the last lap Balke crept in front again and despite the best efforts of Seymour and Graves he again showed them the way at the finish line. Balke's time was 7:15⅗, an average of 43⅗ seconds.

Riding "23," the successor of the famous "21," Indian, Johns pulled down the 5-mile event for trade riders in the fast time of 3:47⅖, with Alzina and Campi, Indians, checking in that order. Alzina got hunk with Johns when they met in the three mile bout for trade riders and licked him, although the time was not as fast by nearly a second per mile. Local speed men then had their innings—that is, two of them did, H. N. Oberg and R. Stewart. This pair gathered all of the private owner events. Oberg beat Campi, who also rode as a trade rider, in a 5-mile dash and then demonstrated that belt drive Indians are fast, too, by winning the 3-mile race for that class. Stewart was the fleetest of the pack in the stripped stock class among the simon pures. Summary:

Five mile open, trade riders, twins 61 class or under—Won by Don Johns, Indian; second, Alzina, Indian; third, T. Campi, Indian. Time, 3:47⅖.

Ten mile open, professional, 61 class or under—Won by Charles Balke, Indian; second, Raymond Seymour, Indian; third, M. J. Graves, Merkel. Time, 7:15⅗.

Five mile, private owners, stripped stock 61 class or under—Won by R. Stewart, Indian; second, G. Jeferis, Indian; third, P. L. Peterson, Curtiss. Time, 4:35⅖.

Three mile, private owners, stock singles—Won by Oberg, Indian; second, T. Campi, Indian. Time. 3:33⅖.

Three mile open, trade riders, 61 class or under—Won by Alzina, Indian; second, Don Johns, Indian. Time, 2:14⅕.

Three mile, private owners, stock single belt drive, full equipment—Won by Oberg, Indian; second, G. E. Vilra, Emblem. Time, 3:30⅗.

Five mile open, professional, twins 61 class or under—Won by Charle Balke, Indian; second, Ray Seymour, Indian; third, M. J. Graves, Merkel. Time, 3:38⅗.

Rockford Ideals to Hold Meet.

The newly-formed Ideal Motorcycle Club, of Rockford, Ill., has leased the local driving park track for the season and will hold meets there. It is planned to rebank the track to permit high speed without danger. The first meet is booked for Memorial Day, when a 25-mile race will be the feature number.

WHERE JAKE DE ROSIER IS TO MEET GREAT BRITAIN'S FASTEST RIDERS.



The view shows one of the great sweeping turns of the 2¾ mile cement speed track at Brooklands, outside of London. It was taken on Easter Sunday during the running of the 65 mile per hour class race.

Loge Fastest in Mile High Climb.

In the presence of a record-breaking crowd, which lined the course and gathered on overlooking hills throughout the whole 16 miles, Frank Loge, on a Merkel, made the fastest time in the motorcycle classes in the Mile High hill climb at Redlands, Cal., on Friday, 21st inst., and also won the free-for-all class. Loge made the long and dangerous climb in 13:10, giving him an easy victory. Roy Shaw, Harley-Davidson, was second best in the free-for-all, being clocked in 15:47. While the motor cars went the full course of 15 7-10 miles, the motorcycles stopped at Yucaipa, 11 miles from the start. Loge averaged 50 miles an hour. In the single cylinder class, Herbert Gowland, Excelsior, was the winner, reaching Yucaipa in 15 minutes, and was followed by Ollie West, also on an Excelsior. West's time was 16:13. Frank Mulvihill, Thor, was third in this class. In the free-for-all Irwin Knappe, Indian, dropped into Sand Canyon while passing through that dangerous spot, the mishap putting him out of the running. The day was a gala occasion in Redlands and vicinity and business generally was suspended. There were several accidents among private motor parties due to speeding. An unknown motorcyclist contributed to the list of excitement by butting into the rear of a milk wagon with such force that he overturned the vehicle and frightened the horse, causing it to run away. When the excitement was over the wagon was demolished, the driver severely bruised, the horse badly cut and the motorcycle slightly damaged, while its rider escaped injury. For several blocks the street was strewn with milk and broken bottles and cans as a reminder of the crash.

Atlanta Club Leases Speedway.

Having proved a big and burdensome "white elephant" on the hands of its owners ever since it was built two years ago with the expectation of booming the sale of motor cars in the South, the Atlanta (Ga.) speedway has been leased for one year by the young Atlanta Motorcycle Club, which plans to make money by promoting meets on the big platter. The track is two miles to the lap and has a tar and asphaltum top dressing laid on oiled dirt.

Woman Motorcyclist vs. Aviator.

Provided the F. A. M. does not object, a race between a woman motorcyclist and an aeroplane will be the feature attraction at the combined motorcycle and aviation meet scheduled for Bennings track, Washington, D. C., on May 5, 6 and 7. It is said that a fair devotee of the motorcycle already has challenged an aviator to a match. The motorcycle card will consist of eight events, all amateur.

Fast Contest for Savannah Riders.

Fast time is scheduled for the reliability run that the Savannah Motorcycle Club, of Savannah, Ga., at a meeting on the 21st inst. decided to hold on the Grand Prize course on Memorial Day. The distance of the run will be 103 miles and three hours is allowed to complete it, which figures out 34 miles per hour. The course chosen is between nine and ten miles around and will be covered 17 times. Already 25 entries have been received and at least 40 are expected. At the same meeting five new members were taken into the club, which gives the organization a membership of something over 200. Arrangements are being completed for the races which the club is to give on the Fourth of July. It is intended that at least four events will be run off. One of these will be for twins only and will be for a distance of 100 or 200 miles.

Reade Heads the San Jose Club.

The San Jose Motorcycle Club, of San Jose, Cal., recently organized, has elected the following officers: Charles D. Reade, president; Ray Partlow, vice-president; Herbert Bean, secretary-treasurer; Emil Agraz, captain; Clarke, first lieutenant; D. Lance, second lieutenant. The club is taking steps for a series of interclub meets, with the members of the San Francisco Motorcycle Club as opponents.

O'BRIEN AND COLLINS TURN PRO

Jersey Rider and San Francisco Speed Artist After Seymour's Scalp at San Jose—Graves Shines.

San Francisco and Newark lost their two pet amateur motorcycle racing men at the mixed meet at San Jose, Cal., on the 16th inst., when W. G. Collins of the former city and Howard O'Brien from the 'skeeter state turned professional. The pair of erstwhile trade riders were not summarily switched into the cash division for being "caught with the goods" as have some others, but wanted to take a crack at Ray Seymour in a 25-mile professional event and willingly paid the price to satisfy their desire.

Collins, however, had bad luck on his first bona-fide cash ride and was eliminated by a flat tire in the 11th mile, leaving O'Brien to dispose of Seymour. It turned out the other way, however, for after a slashing battle, the Californian drew away and a 20-yard gap separated them at the finish. To M. J. Graves, the Merkel crack, went the speed honors of the day. He tore off two miles in 52⅖ and in 52⅗ seconds, respectively, while Seymour was clocked for a mile in 53 seconds. Graves also demonstrated his superiority over George Renel, on a Curtiss 7, in a three-mile match, in which Graves gave away 30 seconds to the Frenchman, but nevertheless overhauled him.

Collins lowered the colors of a local star, C. H. Northrup, Indian, in a five-mile match, which was run in two heats. Collins gave 20 seconds to Northrup and beat him two straight, the latter riding a "five" against the visitor's "seven." Ben Broderick, of San Francisco, bagged a couple of firsts in the 4 horsepower single class. H. Verrill, Thor, raked in the other single cylinder pot, at three miles. As usual, the motorcycles made monkeys of the motor cars in the matter of speed and thrills. Summary:

Baltimore Racers Play Horse.

Spectators who went to Electric Park, Baltimore, Md., on the 17th inst., expecting to see some horse racing, saw motorcycle racing instead, because the ponies did not show up. The crowd forgot its disappointment, however, after the first event, for there was plenty of action. Members of the Baltimore Motorcycle Club furnished the program, which consisted of three races. Honors were well distributed, Captain Fisher, S. H. Baum and Richard Gintling, the latter a 14-year-old youngster, taking firsts. Summary:

Three mile handicap—Won by W. S. Fisher, Indian (scratch); second, S. H. Groves, Indian (0:28); third, S. H. Baum, Indian (0:28). Time, 5:24½.

Two mile open, four horsepower singles—Won by S. H. Baum, Indian; second, C. E. Sherman, Merkel. Time, 3:20⅘.

Three mile handicap—Won by R. Gintling, Indian (0:28). Time, 4:54.

Alliance to Try Track Racing.

Motorcyclists of Alliance, O., will have a chance to try out their machines in competition during the period of July 18-21 when a big motorcycle and motor car race meet will be held at the Rockhill track. The meet will be run by the Alliance Driving Association and a large number of motorcycle entries are promised.

DE ROSIER AND CHAPPLE DICKER

Will Probably Ride a Match at Springfield—May Also Battle on Guttenberg Track.

The challenge for a match race which A. G. Chapple, the Merkel racing man, issued to Jake DeRosier, in last week's Bicycling World and Motorcycle Review, hardly had cooled before it was accepted by DeRosier, who walked into the office on Tuesday, 25th inst., fresh from California, and posted $100 in cash as a forfeit that he would meet Chapple. DeRosier stipulated, however, that he would not ride at Guttenberg, as the challenge provided, but would meet Chapple on the Springfield Stadium on Decoration Day for the $500 a side. On Wednesday DeRosier, Chapple and Manager O'Callaghan, of the Guttenberg track, met to talk matters over. O'Callaghan posted a check for $100 to cover DeRosier's money, but on condition that the match take place at Guttenberg, where of course it would be featured. DeRosier refused to ride at Guttenberg and refused to meet Chapple anywhere before Decoration Day, as he wanted to get his Indian machine ready. Chapple claimed that his friends would not back him at Springfield and that he did not know if the Merkel people would allow him to ride up there. Following the conference, he went to Pottstown to talk things over with the factory and subsequently wired that he would meet DeRosier at Springfield on Decoration Day. The match, of course, would be the feature of the big meet at Springfield on Decoration Day.

WHAT THE BONA-FIDE AMATEUR DOES IN REGARD TO CASH REWARDS.



"ACCEPT A TROPHY? YES. THANK YOU." "ACCEPT CASH? NO, SIR!"

Frank Hart, with Frank Seery in the role of tempter, spurns money that would make him a professional.

American and Foreign Motorcycle Records Up To Date

American records revised and corrected to April 29, 1911, from the official documents of the Federation of American Motorcyclists Competition Committee, by J. P. Thornley, chairman, and J. J. O'Connor, official compiler. All American records made since October, 1910, are supported by sworn affidavits of all officials connected with such record trials.

Professional Records.

Distance.	Holder.	Machine.	Where Made.	Date.	Time.
1 Kilo	H. Cissac		Blackpool, Eng.	July 27, 1905	0:25⅗
1 Kilo*	J. Olieslagers		Antwerp, Belgium	June 24, 1909	0:33⅕
1 Mile*	H. Cissac		Blackpool, Eng.	July 27, 1905	0:50⅕
1 Mile	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	0:41⅕
2 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	1:24⅕
3 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	2:05
4 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	2:47
5 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	3:29⅕
6 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	4:11⅗
7 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	4:54
8 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	5:36⅕
9 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	6:18⅗
10 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	7:01⅘
11 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	7:44
12 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	8:26⅘
13 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	9:10
14 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	9:52⅕
15 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	10:35
16 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	11:18⅗
17 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	12:01
18 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	12:43⅘
19 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	13:26⅗
20 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	14:10
21 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	14:53
22 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	15:35⅗
23 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	16:18⅗
24 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	17:01⅘
25 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	17:44⅗
30 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	21:19⅖
35 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	24:54⅖
40 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	28:30¼
45 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	32:06⅖
50 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	35:41⅕
55 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	39:18⅖
60 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	42:55⅖
65 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	46:35⅖
70 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	50:17⅕
75 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	54:00
80 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	57:41⅕
85 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	1:01:23
90 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	1:05:05
95 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Oct. 29, 1910	1:11:33⅘
100 Miles	Jacob DeRosier	Indian	Los Angeles, Cal.	Oct. 29, 1910	1:15:24⅖
200 Miles	H. Martin		Canning Town, Eng.	Feb. 15, 1909	4:05:54⅖
300 Miles	H. A. Collier	Matchless	Canning Town, Eng.	May 5, 1909	6:06:28
400 Miles	H. A. Collier	Matchless	Canning Town, Eng.	May 5, 1909	9:06:25⅘

* Standing start.

Time.	Holder.	Machine.	Where Made.	Date.	Mls.	Yds.
1 Hour	Jacob DeRosier	Indian	Los Angeles, Cal.	Feb. 7, 1911	83	135
2 Hours	H. V. Colver		Brooklands, Eng.	Dec. 9, 1909	118	719
3 Hours	H. V. Martin		Brooklands, Eng.	Nov. 22, 1909	165	936
4 Hours	H. V. Martin		Canning Town, Eng.	Feb. 15, 1909	194	1,320
5 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	245	640
6 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	294	800
7 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	326	640
8 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	364	1,480
9 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	396	80
10 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	411	
11 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	445	1,462
12 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	471	784
13 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	506	1,260
14 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	508	
15 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	522	1,590
16 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	566	
17 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	599	1,700
18 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	611	330
19 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	648	585
20 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	680	
21 Hours	H. A. Collier		Canning Town, Eng	May 5, 1909	690	586
22 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	725	1,390
23 Hours	H. A. Collier		Canning Town, Eng.	May 5, 1909	730	940
24 Hours	H. A. Collier		Canning Town, Eng	May 5, 1909	775	1,340

Amateur Records.

Distance.	Holder.	Machine.	Where Made.	Date.	Time.
1 Kilo	Charles Spencer	Indian	Springfield, Mass.	Oct. 23, 1909	0:28⅖
1 Kilo*	Charles Gustafson	Indian	Springfield, Mass	Oct. 23, 1909	0:39
1 Mile*	Charles Spencer	Indian	Springfield, Mass.	Oct. 23, 1909	0:55⅘
1 Mile	Raymond Seymour	Indian	Los Angeles, Cal.	Oct. 29, 1910	0:41⅖
2 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	1:23⅘
3 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	2:07
4 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	2:49⅖
5 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	3:32⅗
6 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	4:16
7 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	4:59⅕
8 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	5:42⅘
9 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	6:25⅖
10 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	7:08⅘
11 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	7:52
12 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	8:35⅖
13 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	9:19
14 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	10:02⅖
15 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	10:46⅕
16 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	11:30
17 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	12:13⅖
18 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	12:57
19 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	13:40⅕
20 Miles	Don Johns	Indian	Los Angeles, Cal.	Apr. 4, 1911	14:23⅗
21 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	16:17⅕
22 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	17:04⅗
23 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	19:03
24 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	19:53
25 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	20:54
30 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	25:14⅖
35 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	29:20⅖
40 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	33:22⅗
45 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	37:39
50 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	41:49⅗
55 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	46:10⅕
60 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	50:24⅗
65 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	54:32⅕
70 Miles	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	58:48⅖
75 Miles	Robert Stubbs	Indian	Birmingham, Ala.	Nov. 24, 1908	1:20:00⅕
80 Miles	Robert Stubbs	Indian	Birmingham, Ala.	Nov. 24, 1908	1:25:19⅖
85 Miles	Robert Stubbs	Indian	Birmingham, Ala.	Nov. 24, 1908	1:30:37
90 Miles	Robert Stubbs	Indian	Birmingham, Ala.	Nov. 24, 1908	1:36:03
95 Miles	Robert Stubbs	Indian	Birmingham, Ala.	Nov. 24, 1908	1:42:03⅕
100 Miles	M. J. Graves	Indian	Los Angeles, Cal.	July 18, 1909	1:27:49
200 Miles	Charles Spencer	Indian	Springfield, Mass.	Oct. 1, 1909	3:55:20
300 Miles	Charles Gustafson	Indian	Springfield, Mass.	Oct. 1, 1909	5:48:55
400 Miles	Charles Gustafson	Indian	Springfield, Mass.	Oct. 1, 1909	8:12:36
500 Miles	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	10:22:36
600 Miles	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	13:15:16
700 Miles	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	15:25:26
800 Miles	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	17:37:31
900 Miles	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	19:46:00
1,000 Miles	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	22:20:59

* Made in standing start. (Under the rules only standing start records recognized are those at distances of 1 mile and 1 kilometer; these distances also and all others are timed from a flying start.)

Time.	Holder.	Machine.	Where Made.	Date.	Mls.	Yds.
1 Hour	Fred Huyck	Indian	Springfield, Mass.	Sept. 6, 1909	71	520
2 Hours	M. J. Graves	Indian	Los Angeles, Cal.	July 18, 1909	134	880
3 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 1, 1909	145	587
4 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 1, 1909	204	587
5 Hours	Charles Gustafson	Indian	Springfield, Mass.	Oct. 1, 1909	246	1,174
6 Hours	Charles Gustafson	Indian	Springfield, Mass.	Oct. 1, 1909	300	1,174
7 Hours	Charles Gustafson	Indian	Springfield, Mass.	Oct. 1, 1909	333	1,174
8 Hours	Charles Gustafson	Indian	Springfield, Mass.	Oct. 2, 1909	388	1,174
9 Hours	Charles Gustafson	Indian	Springfield, Mass.	Oct. 2, 1909	441	
10 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	482	
11 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	512	
12 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	559	587
13 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	585	
14 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	641	587
15 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	677	587
16 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	730	
17 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	767	587
18 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	812	58
19 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	862	587
20 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	911	
21 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	945	58.
22 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	986	1,174
23 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	1,035	1,174
24 Hours	Charles Spencer	Indian	Springfield, Mass.	Oct. 2, 1909	1,093	1,151

Straightaway Records.

Distance.	Holder.	Machine.	Where Made.	Date.	Time.
1 Kilo	Walter Goerke	Indian	Daytona, Fla.	Mar. 25, 1909	0:27⅘
1 Mile	Robert Stubbs	Indian	Daytona, Fla.	Mar. 25, 1909	0:43⅖
5 Miles	Walter Goerke	Indian	Daytona, Fla.	Mar. 24, 1909	3:30⅖

Bicycle Records Accepted by the National Cycling Association

Professional.

Straightaway.

Distance.	Name.	Time.
¼	Joseph Fogler	0:30⅕
½	Joseph Fogler	0:47⅕
1	Fred Hill, motor paced	1:19⅘
2	Joseph Fogler	3:45⅕

Unpaced Competition.

¼	F. L. Kramer	0:28⅕
*⅓	P. O'S. Hehir	0:37⅗
*½	A. J. Clarke	0:51⅕
*⅔	W. F. Sims	1:18
*¾	F. L. Kramer	1:21
*1	A. J. Clarke	1:48⅗
2	A. J. Clarke	3:38⅕
3	Iver Lawson	5:35⅗
4	A. J. Clarke	8:16⅖
5	Iver Lawson	9:42⅘
10	John Bedell	20:04⅗
15	Alfred Goullet	33:15
20	Walter DeMara	43:39
25	F. L. Kramer	54:13
50	Hervy	2:10:15⅘
100	Jaeck	4:55:07⅘
28 m.	19 yds. W. Hedspeth	1:00:00
48 m.	748 yds. Hervy	2:00:00
120 m.	320 yds. Jaeck	6:00:00
223 m.	3 yds. Jaeck	12:00:00
409 m.	1,073 yds. Corre	24:00:00

*Made in handicap.

Unpaced Against Time.

Distance.	Name.	Time.
⅙	A. J. Clarke	0:15⅘
¼	Iver Lawson	0:23⅘
⅓	Iver Lawson	0:33⅘
½	A. J. Clarke	0:50⅖
⅔	A. J. Clarke	1:12
1	A. J. Clarke	1:52
2	E. A. Pye	4:01⅗
3	E. A. Pye	6:09⅕
4	Saxon Williams	8:34⅗
5	Saxon Williams	10:38
10	W. W. Hamilton	23:09⅖
15	W. W. Hamilton	35:03
20	W. W. Hamilton	47:08⅖
25	W. W. Hamilton	59:13⅖
25 m.	1,598 yds. M .Berthet	1:00:00

Tandem Competition.

1	Kramer-Fogler	1:51
2	Kramer-Fogler	3:46⅖
5	Clarke-Mayer	9:50⅗

Paced Against Time.

Distance.	Name.	Time.
¼	S. H. Wilcox	0:19
⅓	J. S. Johnson	0:27⅘
½	Hardy Downing	0:38⅖
⅔	Ray Duer	0:55
1	Ray Duer	1:05
2	Ray Duer	2:09⅘
3	Ray Duer	3:14⅖
4	Ray Duer	4:18⅖
5	Ray Duer	5:23⅕
6	Ray Duer	6:28⅕
7	Ray Duer	7:33⅗
8	Ray Duer	8:38⅕
9	Ray Duer	9:45⅘
10	Ray Duer	11:06⅖

Automobile Paced—Straightaway.

1	E. L. Collins	0:58⅗

Automobile Paced—Circular Track.

1	George I. Kreamer	0:58

American Paced Hour Records.

Hours.	Name.	Miles.	Yards.
1	Harry Caldwell	50	3
2	James F. Moran	77	440
3	Harry Caldwell	106	900
4	Hugh MacLean	137	275
5	James F. Moran	168	910
6	James F. Moran	197	220
7	Charles Turville	199	220
8	W. F. King	218	440
9	W. F. King	236	440
10	W. F. King	265	
11	W. F. King	289	
12	B. W. Pierce	312	880
13	W. F. King	335	1,540
14	W. F. King	355	
15	W. F. King	372	
16	W. F. King	397	220
17	W. F. King	403	440
18	John Lawson	416	
19	John Lawson	432	
20	John Lawson	450	1,540
21	John Lawson	466	660
22	John Lawson	485	220
23	John Lawson	507	1,320
24	John Lawson	528	925

Paced Competition.

Distance.	Name.	Time.
1	Hugh MacLean	1:09⅕
2	Hugh MacLean	1:19
3	James Moran	3:31⅗
4	Harry Caldwell	4:43
5	R. J. Walthour	5:51
6	R .J. Walthour	7:00⅕
7	R. J. Walthour	8:07⅗
8	R. J. Walthour	9:14⅕
9	R. J. Walthour	10:22
10	R. J. Walthour	11:29⅕
15	R. J. Walthour	17:03⅖
20	R. J. Walthour	22:37⅗
25	R. J. Walthour	28:14⅕
50	Harry Caldwell	59:59
100	Harry Caldwell	2:48:11⅗

Hours.	Name.	Miles.	Yards.
1	Paul Guignard	63	189.8
2	A. Vanderstuyft	106	1,498
3	Fritz Theile	144	618
12	E. Bouhours	474	1,481
24	E. Bouhours	815	291

World's Human Paced Records.

Hours.	Name	Miles.	Yards.
1	Brocco	31	1,594
6	L. Georget	169	938
12	E. Bouhours	474	1,481
24	L. Georget	603	1,120

Amateur Records.

Unpaced Competition.

Distance.	Name.	Time.
⅙	P. Lawrence	0:20⅘
¼	M. L. Hurley	0:28⅖
*⅛	W. S. Fenn	0:38⅘
*½	Walter DeMara	0:56⅘
*⅔	M. L. Hurley	1:18
*¾	Walter DeMara	1:24⅘
1	J. B. Hume	1:55⅗
2	Hal McCormack	3:51
3	A. Carter	5:57⅕
5	Edward Mayer	10:11⅕
10	J. P. Linley	21:23
15	G. H. Collett	35:32
20	E. Stauder	45:40⅖
25	E. W. Forrest	1:00:39
30	J. P. Jacobson	1:13:36
40	J. P. Jacobson	1:39:56⅗
50	J. P. Jacobson	2:05:00⅘
75	W. Torrence	3:30:36⅕
100	W. Torrence	4:57:24⅖
24 m.	1,472 yds. G. H. Collett	1:00:00

*Made in handicap.

Unpaced Against Time.

Distance.	Name.	Time.
⅙	P. Lawrence	0:16⅘
¼	A. Crebs	0:24⅘
⅓	A. B. Simons	0:33⅖
½	P. Lawrence	0:53⅕
⅔	J. G. Heil	1:21⅕
¾	P. Lawrence	1:23⅗
1	Parley Giles	1:55
2	Parley Giles	4:09
3	Parley Giles	6:25⅗
4	Parley Giles	8:51⅖
5	Parley Giles	11:00

Tandem Competition.

Distance.	Name.	Time.
1	Hausman-Rutz	1:52⅗
2	Wright-Brodbeck	3:51⅘
3	Wilcox-McCormack	5:47⅖
5	Wilcox-McCormack	10:15

Paced Against Time.

Distance.	Name.	Time.
¼	R. G. Holzer	0:20⅕
1-3	R. G. Holzer	0:29⅖
½	George Leander	0:44⅖
1	Sam Sulkin	1:13
2	Walter Smith	2:53⅕
3	Walter Smtih	4:23
5	Walter Smith	7:18⅗
10	Joe Nelson	16:21
15	Joe Nelson	24:26⅘
25	Joe Nelson	41:27
56 m.	1,128 yds. F. Cuzin	1:00:00
100 kilo.	F. Cuzin	1:05:45⅖

Paced Competition.

Distance.	Name.	Time.
1	Sam Sulkin	1:24⅖
2	Sam Sulkin	2:47⅖
3	Sam Sulkin	4:18⅓
5	Sam Sulkin	7:07⅖
10	Sam Sulkin	14:08⅕
15	Joseph Nelson	24:55⅖
25	John Nelson	47:37
50	John Nelson	1:38:26⅖
31 m.	460 yds. John Nelson	1:00:00
50 m.	430 yds. John Nelson	2:00:00

Amateur Road Records.

¼	F. L. Valiant	0:38
½	S. R. Morrison	1:23
1	Henry Surman R. L. Guthridge	2:02
2	S. C. Haberle J. B. Hawkins	5:07⅕
5	J. B. Hawkins	12:28⅗
10	Archie Rawlings	23:53
15	Isaac Lewin	34:47⅘
20	Joseph Edifler	53:20
25	W. F. Blum	1:03:10
30	John Berryessa	1:20:03
50	Raymond Nelson	2:21:18
60	Raymond Nelson	2:46:00
100	Joseph Kopsky	5:19:23

Unpaced.

100	Joseph Kopsky	5:18:22

Professional.

New York Six-Day Record.

Year	Name	Distance.
1908	Macfarland-Moran	2737.1

American Professional Unpaced Road Races.

Distance.	Name.	Time.
25	Fred T. Keefe	1:00:00⅖
50	Fred T. Keefe	2:24:00⅖
75	Fred T. Keefe	3:44:00
100	Fred T. Keefe	5:02:00

World's Professional Unpaced Road Race.

Distance.	Name.	Time
100	Leon Meredith	4:52:57

Organizations Related to the Sport and the Trade

The Federation of American Motorcyclists.

The Federation of American Motorcyclists is the national association of motorcycle riders, its objects being the control of the sport of motorcycle racing and other forms of motorcycle competition; the promotion of good fellowship, mutual aid and protection; the encouragement of the use of motorcycles; to ascertain, defend and protect the rights of motorcyclists; to facilitate touring and to assist the good roads movement.

Any white person over 16 years of age, of good character and who has complied with the by-laws of the Federation relating to applications for membership, is eligible to membership. All applications for membership must be endorsed by at least two members of the Federation residing in the district, or by two reputable citizens of the town in which the applicant may reside, and must be addressed to the National Secretary, accompanied by an initiation fee of $1 and the annual membership fee of $1, a total of $2. The annual fee for retaining membership after having joined, as indicated, is $1.

Any regularly organized motorcycle club having an active membership of not less than 15 members may become known as affiliated club of the F. A. M., by enrolling and keeping enrolled in the Federation at least 75 per cent. of its membership, a certified copy of such affiliated club's membership roll to be forwarded, after its annual meeting each year, to the National Secretary of the F. A. M., in order that such affiliation may be maintained. In consideration thereof the F. A. M. initiation fee for each individual member of such club shall be waived, provided that such individual applications for membership shall be certified by the secretary of the club of which the applicant is a member. All applications for membership and affiliation should be sent to G. B. Gibson, secretary-treasurer of the F. A. M., 24 Main street, Westboro, Mass.

The Federation will this year hold its annual national convention in Buffalo, N. Y., in July. The officers of the Federation, chosen for 1910-1911, at the national convention, which was held in the city of Philadelphia, Pa., on August 11 and 12, 1910, are as follows:

President, Fred I. Willis, Box 133, Indianapolis, Ind.; secretary-treasurer, G. B. Gibson, 24 Main street, Westboro, Mass.; vice-president for the Eastern district, Clifford C. Wilber, Keene, N. H.; for the Southern district, L. W. Thompson, 609 S. 4th avenue, Louisville, Ky.; for the Western district, Perrin B. Whitney, 1251 Michigan avenue, Chicago, Ill.; for the Pacific Coast district, A. W. Green, 108 West avenue, San Francisco, Cal.

Membership Committee—Chairman, E. M. Estabrook, Bangor, Me.; C. C. Wilber, Keene, N. H.; W. F. Hapgood, Springfield, Mass.; J. Leo Sauer, 51 Chambers street, New York City; L. J. Berger, 538 Dearborn street, Chicago, Ill.

Competition Committee—Chairman, Dr. J. P. Thornley, Hotel Ansonia, New York City; F. B. Hart, Reading, Pa.; W. F. Mann, 1,000 Boylston street, Boston, Mass.; L. R. Miller, 2348 South Broadway, Denver, Col.; L. Bamberger, Riverside, Cal.

Legal Action Committee—Chairman, G. H. Hamilton, 35 Murray street, New York City; Ira L. Holmes, Indianapolis, Ind.; J. L. Campbell, Dayton, O.; Chas. Wyatt, Indianapolis, Ind.; L. J. Leonard, Chicago, Ill.

Highway Improvement Committee — Chairman, W. G. Collins, San Francisco, Cal.

Transportation and Facilities Committee —E. L. Buffington, 135 W. Clifford street, Providence, R. I.

Publicity Committee—Chairman, Fred I. Willis, Box 133, Indianapolis, Ind.; Merle Sidener, 526 Board of Trade Building, Indianapolis, Ind.; E. S. Fretz, Pottstown, Pa.; Robert Morton, 845 Greene avenue, Brooklyn, N. Y.; W. D. Rishel, 301 Tribune Building, Salt Lake City.

Board of Directors—F. I. Willis, Indianapolis, Ind.; R. G. Betts, New York City; E. L. Ovington, New York City; G. H. Hamilton, New York City; W. G. Collins, San Francisco, Cal.; E. M. Estabrook, Bangor, Me.; C. F. Ball, Indianapolis, Ind.; E. L. Buffington, Providence, R. I.; Dr. J. P. Thornley, New York City.

National Association of Cycle Jobbers.

The National Association of Cycle Jobbers is composed of wholesalers of bicycles, motorcycles, bicycle accessories and motorcycle accessories. It will hold its next meeting at Atlantic City, N. J., August 1-4. Its officers, elected to serve until the next general meeting in January, 1912, or until their successors are elected, are as follows:

President, P. R. Robinson, New York Sporting Goods Co., New York City; secretary-treasurer, Fred I. Willis, Hearsey-Willis Co., Indianapolis, Ind.; vice-president for the New England district, J. W. Grady, of J. W. Grady & Co., Worcester, Mass.; for the Eastern district, George W. Nock, G. W. Nock Co., Philadelphia, Pa.; for the Southern district, C. L. Elyea, Elyea-Austell Co., Atlanta, Ga.; for the Middle district, J .C. Ralston, Beckley-Ralston Co., Chicago, Ill.; for the Pacific district, C. F. Wright, Ballou & Wright, Portland, Ore.

National Cycling Association.

The National Cycling Association is the successor to the League of American Wheelmen in the control of bicycle racing, having taken over the governing of the sport from the League in 1900. It also took over the control of motorcycle racing from the League at the same time, but yielded this control to the Federation of American Motorcyclists in 1906. All forms of bicycle racing come under the N. C. A. jurisdiction, including road and track events, home trainer racing and motor paced racing. The officers of the N. C. A. for 1911 are as follows:

President, Daniel M. Adee, 14 Dey street, New York City; first vice-president, Frank Mihlon, 152 Market street, Newark, N. J.; second vice-president, P. T. Powers, Flatiron Building, New York City; secretary, R. A. Van Dyke, 148 West 129th street, New York City; treasurer, R. F. Kelsey, 437 Fifth avenue, New York City.

Board of Control—Chairman, R. F. Kelsey, 437 Fifth avenue, New York City; District A, Howard G. Reynolds, Boston, Mass.; District B, Louis Debo, Buffalo, N. Y.; District C, C. R. Klosterman.

Board of Appeals—Chairman, N. E. Turgeon, Buffalo, N. Y.; C. B. Bloemecke, Newark, N. J.; R. G. Betts, New York City; S. A. Miles, Chicago, Ill.; Dr. C. G. Plummer.

Motorcycle Manufacturers' Association.

The Motorcycle Manufacturers' Association, as its name indicates, is the organization of makers of motorcycles, and numbers in its membership practically all of the prominent manufacturers. Its next annual meeting will be held in Atlantic City, N. J. the first week in August. Its officers are: President, E. S. Fretz, Merkel-Light Motor Co., Pottstown, Pa.; vice-president, John D. Hurley, 1307 Michigan avenue, Chicago, Ill.; secretary, A. B. Coffman, Consolidated Mfg. Co., Toledo, O.; treasurer, K. R. Jacoby, Miami Cycle & Mfg. Co., Middletown, O.

Cycle Parts and Accessories Association.

The Cycle Parts and Accessories Association is the organization of manufacturers of materials, parts and accessories for the bicycle and motrcycle trade. The next meeting of the association will be held at Atlantic City, N. J., August 1-4. The officers are:

President, R. D. Webster, Eclipse Machine Co., Elmira, N. Y.; vice-president, D. S. Troxel, Troxel Mfg. Co., Elyria, O.; treasurer, W. J. Surre, Continental Rubber Works, Erie, Pa.; secretary, Louis Schwab, Stevens & Co., New York City.

JOE FOGLER OUTSPRINTS KRAMER

Newark Velodrome Spectators See Real Thing in Cycle Racing—Hunter in a Tumble.

As a result of the disqualifications and fines imposed on riders on Easter Sunday by Referee Walter Bardgett for teaming, there was no attempt at repetition of the offense in the cycle racing at the Newark (N. J.) Velodrome, Sunday 23d inst., and the clean, open and exciting battles were the feature of the day. Track politics was eliminated and the races were run and won on the track instead of in the dressing rooms.

The surprise of the afternoon was the defeat of Champion Kramer by Joe Fogler in the two mile open. Fogler uncoupled from Kramer's rear wheel in the finish stretch and, swinging out alongside, pulled right away from the pride of the Oranges. It was a clean-cut victory, and when the fans recovered from their amazement they gave Fogler a big hand.

In the half mile handicap Kramer had a walkover, for Fogler and Clarke were out of the final, and Hehir made no effort to fight the champion for first place. Frank Blatz, the amateur champion, made short work of the Australian pursuit, overhauling the last man at 2 miles 1½ laps. Blatz heedlessly rode into a trap in the two-thirds mile handicap and did not get out until it was too late to share in the prizes.

Hunter and Turville, in the one motorcycle race on the card, treated the crowd to a few sensations that were not in their contract, and they were as much surprised at the happening as anyone. Hunter plunged into a turn too fast, and his machine slewed around and toppled over on the track with its rider. With great presence of mind Hunter looked around to try and avoid Turville, who was close behind, and managed to slide down a way, so that Turville by a big effort was able to go around on the outside without hitting the fallen man. Turville, however, nearly upset by having to make such a sharp swerve. When the excitement calmed down the men continued their race but at a less reckless gait. Turville won.

In the two mile professional, four elimination heats were necessary to decide the starters in the final. Those were Kramer, Fogler, Clarke, Drobach, Hill, Macfarland, Lawson and Hehir. Kramer and Clarke moved up near the front of the procession, while Big Mac and Fogler stayed in the rear. In the fourth lap Macfarland accelerated a bit and went up front, carrying Fogler on his rear wheel. There was a lot of shifting for the next two laps, and when it was over Kramer was way back on Clarke's rear wheel. The finale began when Drobach cut loose two laps from home, but after half a lap of going all out, he gave way to Macfarland. He had Hehir as tender and, as Clarke passed up the chance to be the mail car, Kramer grasped the opportunity. Fogler went after him. All this time Fogler glued to Kramer, and he started to unwind as they straightened out in the stretch. Fogler gained slowly at first and then went by Kramer with a rush, a broad smile on his face as he crossed the line half a wheel in front of Kramer. Fred Hill slipped in third and Drobach followed, while Macfarland registered fifth.

Events combined to make a victory easy for Kramer in the half mile handicap. He and Fogler started in the trial heat, but Fogler got a late start in the sprint and Kramer won. Fogler did not qualify, as the heat was not the fastest. Clarke was shut out in his heat, through thinking that two men qualified in a heat instead of one. Hehir took the fastest trial heat and thus helped Wells to qualify. In the final the men were closely bunched at the start, and Kramer had little difficulty in closing the short gaps. He went in front at the bell and jogged home without competition, as Hehir was satisfied to trail and the rest of the field were lost in the offing. Summary:

Quarter mile novice—Won by Harry Cordes; second, William Donkensloot. Time, 0:33⅕.

Half mile handicap, professional—Won by F. L. Kramer (scratch); second, P. O'S. Hehir (15); third, Fred Hill (30); fourth, Peter Drobach((20); fifth, Percy Lawrence (40). Time, 1:00⅖.

Two mile handicap, amateur—Won by Frank Cavanaugh (80); second, Paul Heidrick (65); third, George Pauli (55). Time, 1:23⅖.

Two mile, motorcycle—Won by Charles Turville; second, James Hunter. Time, 2:27.

Two mile open, professional—Won by Joseph Fogler; second, F. L. Kramer; third, Fred Hill; fourth, Peter Drobach; fifth, Floyd Macfarland; sixth, John Bedell. Time, 4:15⅕.

Australian pursuit, amateur—Won by Frank Blatz; second, Jerome Steinert; third, Herman Kjeldsen. Time, 5:08⅕.

Prizes in Plenty for Empire Handicap.

Fifteen place prizes, headed by a Columbia bicycle, and ten time prizes, with an Iver Johnson bicycle at the head of the list, are up for the Empire City Wheelmen's 15 mile handicap road race on May 7, which starts at Floral Park, Long Island. The entry fee is a dollar, and the club explains to prospective entrants that "there are no strings on the prizes." By riding fast enough, it would be possible for one rider to win three prizes, viz., place prize, time prize and a special. The handicapping will be done by three men who know just about where to place every rider in the metropolitan district. The handicappers selected are Sam Barnett, Franklin Fisher and Tom Murphy.

WESTERVELT LEADS PLUG HOME

Century Road Club of America's Informal Centuries Ends in Speed Work—Mommer Fast, Too.

"Where the road was good it was very, very good, but where it was bad it was horrid," is the way one paraphraser of the girl-with-the-curl nursery rhyme described the road conditions that were encountered on the annual informal bicycle century of the Century Road Club of America, on Sunday, 23d inst. At 8 a. m. the New York and Brooklyn divisions started from Columbus Circle and Prospect Plaza, respectively, joining forces at Valley Stream, Long Island. Thence the route led to Oakdale, the turning point of all centuries in ye olden days.

Owing to tire trouble on one machine, Bayshore was not reached until 1 o'clock, and as mine host of the South Side Hotel had dinner ready for the hungry crowd, it was decided to travel the remaining six miles to the turning point after dinner.

Upon again arriving at Bayshore, on the return trip, preparations were made for an old fashioned "plug home" to Freeport, a distance of 19½ miles. Sommer, Bastide, R. Dawson and Mommer started ahead, in order to check off the finish, and en route they indulged in a private race of their own. Mommer finished alone, Bastide and Sommer coming in together three minutes later, with Dawson still in the woods.

The real race, of the main party, developed into a pretty battle, the finish being a sprint in which Westervelt led De Bruyn over the tape by a good margin, with A. Hausenbauer a close third, followed closely by A. Dawson. Kudrle finished fifth, some distance behind, with Katz as sixth man. The winner was awarded a handsome silver loving cup. It was the first time that a cup had been offered in a race of this particular kind.

In the old days the "plug home" was always much larger, and finished at the starting point, but latterly it has been found impossible to have the finish at the starting point, owing to the increased traffic and congestion in town. Old timers still talk of the famous "plug home" of 1902, from Babylon to Brooklyn, a distance of 38 miles, which was won by Charles Mock after a gruelling struggle with Miller, who was then the champion of Staten Island.

Devonovitch Has Lead Poisoning.

Teddy Devonovitch, known to cycle race fans as "Whiskers," has been brought into Salt Lake City from a mining camp, suffering from lead poisoning. He is under treatment at the Holy Cross Hospital and is doing very well. In order to reach Salt Lake City for treatment, he had to ride 58 miles on horseback.

Salt Lake Track Officials Selected.

Officials for the cycle racing season at the Salt Palace track, Salt Lake City, Utah, have all been selected according to Ernest Pye, the manager of the track. The list is as follows: N. C. A. representative, Charles L. Berry; referee, R. L. Conley; associate referees, W. H. Nightingale, Willard Bean; chief judge, Charles H. Dowse; judges, George S. Auerbach, Judge C. B. Diehl, W. R. Sibley, J. Hal Moore, R. S. Wright, H. T. Rippeto, Rabbi Charles J. Freund, J. B. Edmonds, G. F. Youngberg; chief timer, Dr. C. G. Plumer; timers, Sydney Smith, J. M. Jorgenson, R. A. Barney, D. R. Hemphill, P. J. Oulette, Bert Margetts; chief scorer, James Kersh; scorers, W. Allsworth, C. H. Cutting, C. R. Gimmett, W. S. Zehring, W. A. Jackson, A. M. Good; starter, Charles E. White; announcer, Dr. W. F. Meakin; clerk of the course, Richard Grames. The Salt Lake season commences on Memorial Day, May 30.

Both Schudt and Tanner Best Schieder.

Much to the surprise of Buffalo (N. Y.) bicycle fans, their local indoor pride, Joseph Schieder, who has been cleaning up at the armory meets for the past year or so with unfailing regularity, was trounced in the two events held at the 74th Regiment armory in the closing meet of the season last week. Schieder qualified in both of his heats, but ran second in the finals. In the mile open the heat winners were Fred Schudt, Joe Schieder and E. Arenz. Schieder tried to overhaul Schudt in the drive for the tape in the final, but was unable to close up and a four-yard gap separated them at the finish. Time, 2:26⅗. Three trial heats thinned out the candidates for the final in the two-mile handicap until only Schieder, Joe Tanner and Tony Burk were left. When the windup began Tanner broke away and beat Schieder by a length at the finish. Time, 4:32.

Macfarland and Clarke Together.

That Floyd Macfarland, the big Californian, no longer was to manage Jack Clarke was the interesting announcement with which cycle track racing circles were regaled, following the first meet at the Velodrome, Newark, N. J., but it only required the arrival of Macfarland, some days later, to make it plain that he is still Clarke's manager, and that he will be for the season. While Macfarland will use all his efforts to make Clarke a rider of championship caliber, he will have to be a cold stranger to him when they are riding in the same events at the Newark track, as Walter Bardgett, the referee, is keeping a vigilant eye on every race to punish any teaming, assistance or undue friendliness or self-sacrifice.

World's Championships to be Late.

The world's cycling championships, which are to be decided at Newark in 1912 will not take place until some time in August or September. The foreign stars will not have concluded their more important European engagements until about the first of July and they will need some training on this side before entering the championships. It is probable that all the sprint championships will be decided at Newark, while the motorpaced events will take place at Revere Beach, Boston, Mass.



ON THE MERRICK ROAD, LONG ISLAND

Salt Palace Now Temperance.

No longer will the "handsome waiter" pass among the crowds at the Salt Palace track, Salt Lake City, with foaming brews or potent distillations, as the Salt Palace Amusement Co. has no liquor license this year. The fans now will have to take to Coca-Cola, ginger ale, "sas" or celery tonic.



"Hurrah for Spring!"

After New York-St. Louis Record.

With designs on the New York-St. Louis bicycle record, which has been standing for several years, D. W. Moore, of Bayonne, N. J., a member of the C. R. C. A. plans to start from the City Hall, New York, at 5 a. m. on June 20. Moore will ride a Columbia bicycle and will be accompanied as far as Tarrytown by some of the club members, while two of the more enthusiastic ones, J. B. Hawkins and Sylvain Segal, plan to keep him company as far as Albany. Moore already has visions of a club certificate hanging on his wall attesting to a new inter-city record.

Lafayette's Have a New Course.

A new course is the main attraction for this year's annual 50 mile run of the Crescent Bicycle Club, of Baltimore, Md., which will take place on Sunday, May 21, with Reisterstown as the rendezvous. An easy schedule has been arranged to give novices every opportunity to qualify for the medals which will be awarded to all who finish within the time limit. In addition a handsome banner will be given to the club having the greatest number of members on the run.

Butler Joins the "A. T. F. A. D. B. R."

Nat Butler, the professional motor paced bicycle racing man, has become a salesman in the used-car department of the Alvan T. Fuller establishment in Boston, Mass., which handles the Packard. So many cycle veterans now are connected with the Fuller enterprise that Butler is described by the Boston paper as having "joined the Alvan T. Fuller Association of Distinguished Bicycle Riders."

Maya Taking a Honeymoon Trip.

Otto Maya, a veteran rider in six day bicycle races, was a visitor at the bicycle racing at the Velodrome in Newark, N. J., on Sunday, 23d inst. Maya lives in Erie, Pa. and was on a honeymoon trip.

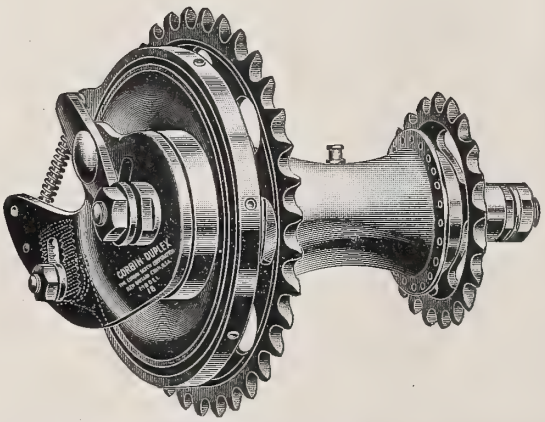
The demand for Corbin brakes is this season more than double what it ever was before. Corbin quality and satisfaction cause that demand.

THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN, U.S.A.

CORBIN

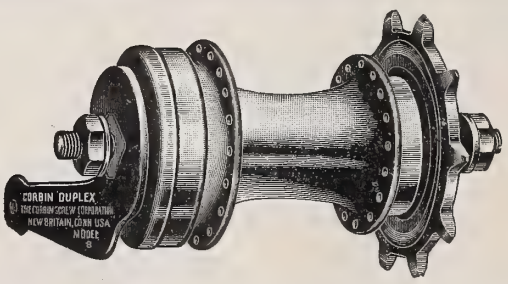
Corbin V-Band Motorcycle Brake

Built on a scale commensurate with the duties of a high speed motorcycle brake.



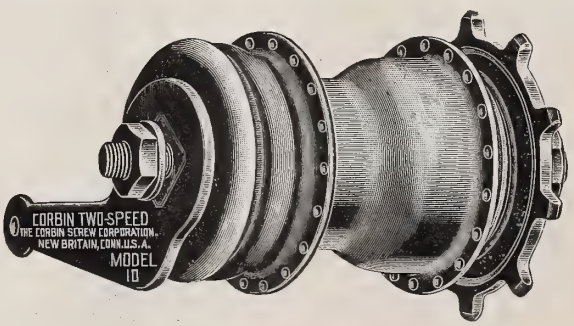
Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two-Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.



Corbin Screw Corporation

NEW BRITAIN, - - - - CONNECTICUT

Licensed Coaster Brake Manufacturers

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NEW YORK, APRIL 29, 1911.

Seeking the Motorcycle Bargain.

Though a man be "rolling in wealth," he does not wish to pay out more good money than is necessary in the purchase of a motorcycle that will meet his requirements, and it is but natural that even intending motorcyclists who are quite well-to-do should consider the possibilities of obtaining bargains. Undoubtedly there are bargains in second-hand machines, in "left-overs" and in various special offerings of one kind and another, but with all conservatism and advisedness it is safe to say that the greatest bargain that any purchaser can obtain is in a new motorcycle of the latest model and of reputable manufacture, paying the catalog price.

If there be a positive expenditure limit that will not permit an intending motorcyclist to buy a machine of the latest model from a standard manufacturer, he must needs make the best bargain he can, but unless he be attended by all the gods of luck and happy circumstances, he is fairly sure to pay, in addition to his cash expenditure, a price that will pretty closely offset his saving.

In its mildest and least unpleasant forms, this price will be the mere humiliation of not having the speed, the power or the comfort that a new and standard machine of corresponding type would yield; in not being sure of the machine's capacity for hard, rigorous work; in feeling uneasy and uncertain whether one will arrive home in as good order as one starts out. In its more extreme forms it means having a machine that is obsessed with a thousand devils, each ingenious in causing breakdowns, troubles, expense, back-breaking experiences and wholly disheartening and discouraging misadventures.

Some people like to take a mechanical hazard and match their ingenuity and skill against the defects, imperfections and weaknesses of a machine that they recognize is no better than its extreme lowness of price would indicate, or perhaps even not as good. If they get results or service at all approaching what a good machine will give, they do so only by an expenditure of time, watchfulness, inventive genius, resourcefulness and "nursing" of which the average man is wholly incapable. Their triumphs may sustain and amuse them, but the general run of people would think the pleasure dearly bought.

What most motorcyclists want is service, toughness, endurance, reliability and freedom from trouble, with a minimum requirement of attentions, repairs and maintenance. Each year's refinements and improvements are intended to give these very things. Beyond a certain point, mere speed is a luxury, to be paid for accordingly, but the other qualities have become standard, and are what make the manufacturers' offerings worth the catalog price.

In issuing an alarm call to motorcyclists of New York state, calling their attention to the fact that unless they individually take action they are likely to have to pay $5 per year to use their machines in the state, the legal action committee of the Federation of American Motorcyclists is to be commended. The chairman of the committee, G. H. Hamilton, and Vice-President C. C. Wilber, of the Eastern district, who are responsible for the letters that have been sent to the New York state members, now need the support of the members, to the extent that the latter really sit down and write protests to the assemblymen and state senators. Those who do not know the names of the assemblymen or senators of their respective districts can easily get the information by communicating with their local newspapers.

Apparently no one is more indifferent as to whether there will be any national motorcycle championship events for professionals this year than are the professional riders themselves. Only one professional rider has given evidence of wanting some of the national championship events of the Federation of American Motorcyclists changed from amateur to professional, in order that riders of the latter class may have a chance at a national championship title. Unless the professional riders show an interest pretty soon, by communicating with the chairman of the competition committee on the subject, it is certain that there will be no professional championship races this year.

For giving an added interest to club runs, the plan of having the riders from one city meet those of another at some intermediate point is one of the best ideas that the motorcyclists so far have taken up. Equally good is that variation by which riders from different points join in a run to an objective point that all have in common, traveling a good part of the journey together. The preliminary correspondence between the clubs that is necessary for the arrangements, the actual meeting of the riders when the run takes place, and the memories and subsequent exchanges—all help to widen the outlook, to develop fraternity and to stimulate club interest, which is not always called forth by mere local runs to some designated point.

"Dwarfed by the later wonders of motor traction, the exceeding handiness of the bicycle, the advance that it represents over walking and the extreme simplicity of it are sometimes lost to sight," says the Akron (O.) Journal, in a recent editorial. "But in a quiet way the use of the machines increases daily. Perhaps the reason why they attract so little attention is the fact that no gaily decked parades now set forth for club runs on Sunday afternoons. Indeed, a pedestrian attracts as much attention as a bicyclist now."

"I have received a great deal of pleasure from reading your paper. Yours is the best motorcycle paper on the map."—G. W. Johnston, Rockford, Ill.

Coming Events



April 30, Providence, R. I.—Providence Motorcycle Club's annual "herring run" to East Taunton, Mass.; open.

April 30, New York City—Eastern Division C. R. C. A. spring century; open.

May 5, 6, 7, Washington, D. C.—Motorcycle races at Bennings track.

May 6, Tampa, Fla.—Tampa Motorcycle Club's race meet.

May 7, Baltimore, Md.—Lafayette Wheelmen's spring handicap road race; 12 miles.

May 7, New York City—Harlem Motorcycle Club's club championship races at Brighton Beach track.

May 7, New York City—Empire City Wheelmen 15 mile handicap bicycle road race, open, starting from Floral Park, L. I.

May 7, Chicago, Ill.—Second annual reliability run of the Chicago Motorcycle Club to Waukegan, Libertyville, Elgin, Aurora and return.

May 7, New York City—New York Motorcycle Club's annual double spring century run to Southampton, L. I., and return.

May 14, Guttenberg, N. J.—Opening motorcycle race meet on Guttenberg track.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 21, Baltimore, Md.—Crescent Bicycle Club's spring 50 mile pleasure run.

May 21, Brooklyn, N. Y.—Invincible Motorcycle Club's 150 miles spring run on Long Island, north shore.

May 21, Baltimore, Md.—Century Bicycle Club's 50 mile run to Reisterstown.

May 21-22, Seattle, Wash.—Two day endurance contest of the Seattle Motorcycle Club to Vancouver, B. C., and return.

May 24, Toronto, Canada—Toronto Motorcycle Club's endurance run to London and return, 256 miles; open.

May 25, Zanesville, O.—Motorcycle races at fair grounds.

May 27, Akron, O.—Motorcycle races; open.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 28 and 30, Chicago, Ill.—North Shore Motorcycling Club's two day race meet on Hawthorne track.

May 28-29-30, Cleveland, O.—Three day endurance run of Cleveland Motorcycle Club.

May 28 and 30, Terre Haute, Ind.—Terre Haute Motorcycle Club's race meet; open.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Chicago, Ill.—North Shore Motorcycling Club's race meet at Hawthorne track; open.

May 30, Bridgeport, Conn.—Bridgeport Motorcycle Club's race meet.

May 30, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

May 30, Norwich, Conn.—Norwich Motorcycle Club's reliability run.

May 30, Detroit, Mich.—Racemeet of the Motorcycle Club of Detroit Wheelmen at State Fair track.

May 30, Springfield, Mass.—Motorcycle race meet of the Springfield Motorcycle Club, at the Springfield Stadium.

May 30, Elmira, N. Y.—Elmira Motorcycle Club's first summer race meet.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

May 30, Rome, N. Y.—Rome Motorcycle Club's 250 mile endurance run.

May 30, Detroit, Mich.—The Motorcycle Club of the Detroit Wheelmen race meet at fair grounds.

May 30, Wheeling, W. Va.—Ten mile bicycle road race; open.

May 30, Boise, Ida.—Boise Motorcycle Club's road races.

May 30, Salt Lake City, Utah—Eighteen mile bicycle road race.

May 30, Rockford, Ill.—Ideal Motorcycle Club's race meet at Driving Park.

May 30, Savannah, Ga.—Reliability run of the Savannah Motorcycle Club over the Grand Prize course.

June 4, New York City—Concourse Motorcycle Club's fourth annual run to Savin Rock, Conn., and return; open.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles. Second section.

June 18, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

July 1, Waterloo, Ont.—Dominion cycle race championships.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 15, Rochester, N. Y.—Rochester Motorcycle Club's race meet at Crittenden Park.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

July 18-21, Alliance, O.—Motorcycle races at Rockhill track.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

Correspondence

Proposes Big Parade in New York.

Editor of the Bicycling World and Motorcycle Review:

If you will render your assistance, I believe New York City would have the opportunity to see the greatest parade of motorcycles and bicycles ever held anywhere. I have broached the plan to a few dealers in the uptown part of the city, where bicycling this year has attained a popularity not dreamed of two years ago, and they are enthusiastic over it. The plan is as follows:

On Sunday, July 16 (or one week later if weather reports show the probability of rain on that day), every rider of a motorcycle or bicycle, regardless of his club affiliation, is to be invited to take part in a flower-carnival-parade, fixing up his mount in any way he likes, either comically or bedecked with flowers or ribbons; he will be assigned a place in the section to which his style of ornamentation makes him best fitted; he will be asked to ride from Pelham Parkway on which the parade is to form, via Broadway, Fifth avenue and Broadway to City Hall Park, down Warren street to West street, along the river to 23d street, east on 23d street to Fifth avenue, and up Fifth avenue to 110th street.

The parade is to be divided into at least six sections: the first being made up of a sightseeing wagon with a band playing on top, and motorcyclists riding at least six abreast; the second section, preceded by the marshall and his aids, would include the most artistically decorated clubs, or companies of six or more riders making up one unit; next would come single riders followed by a juvenile contingent which also would have to carry flowers or ribbons; then a section of clubs or teams in racing togs and a comic section, and finally an unlimited number of ordinary riders. Three handsome prizes could be given to the most original, most comical and prettiest turnouts, respectively. According to the number of participants there would be three or more bands furnishing the necessary music while the whole expense would be covered by an entry fee of ten cents for motorcycles and decorated bicycles, and five cents for juveniles and undecorated bicycles.

THEODORE M. RAULEIN,
2159 Fifth avenue,
New York City.

Gear Ratios for Racing Bicycle.

Editor of the Bicycling World and Motorcycle Review:

I will be pleased to have you advise me what gear is used by bicycle racers in either track or road racing, or can I use any gear I desire if I wish to enter in contests.

H. A. K.

[Most of the bicycle racers use 96 gear. For racing on the home trainer rollers a higher gear is used. For road races some riders prefer a lower gear. A contestant in a bicycle race is permitted to use whatever gear he sees fit.]

Herreshoff's Hot Air Motorcycle.

Editor of the Bicycle World and Motorcycle Review:

In looking over one of your issues of a few months ago (page 780), I was interested in the exact history of Daimler's first motorcycle, since my uncle, James B. Herreshoff, 233 West 198th street, New York City, built a motorcycle with a hot air engine in 1874 and 1875.

This one was also constructed along the lines of a hobby horse, but hung a little closer to the ground, so that the rider's soles served as brake shoes on the ground instead of on the outside of a wheel. The transmission was as simple and direct as on a locomotive. The connecting rod from the piston went to the rear wheel, which served as a fly wheel. The machine was so simple in fact that even the control levers were left off, the speed being only regulated by the pressure of two leather soles scraping along the ground. The machine was used quite a little; mostly early in the morning on the sidewalk, so as not to scare horses. The air was heated by a bed of flaming coke in the first construction, but the coke was later replaced by a stream of burning benzine.

No speed records are preserved, but the machine's record trip was made along Hope street of Bristol, R. I., between Union and Bernside streets. Before starting the combustion chamber was wrapped with a layer of asbestos and paper outside of that to retain the heat. It had more power than previously, and while under way the paper caught fire and ignited the trousers of the rider in spite of his efforts to hold them away. A safety plug blew out soon after, however, and this was lucky, for the road terminated by an incline down to the shore of Bristol harbor. After this a pressure relief valve was operated from the handle bar. More information could be given by the inventor, who possibly has already been seen riding his row-cycle on the streets of New York. This is driven by the regular rowing motion and steered the same as a rowboat by pulling handles on one side. The rider, however, faces forward instead of backward as in a rowboat.

NATHANIEL G. HERRESHOFF,
Bristol, R. I.

School Children to See Tires Made.

Ten thousand school children are to be entertained by the United States Tire Co. on May 4, in four groups, at the company's tire factories in Hartford, Detroit, Indianapolis and Boston, respectively, in order that children may see and handle rubber as it comes into this country from South America, Africa and Ceylon; may follow its treatment step by step, from washing and mixing with sulphur to vulcanization, and may see its final conversion into tires. After the children have visited the different plants, the company will offer a cash prize for the best 300 or 400 word description of tire making and other facts relating to the company's output. At the Hartford plant the company is now producing 2,000 bicycle tires per day.

Iver Johnson Motorcycle Design.

Plans have been finally revealed concerning the new motorcycle that it has been known for some time Iver Johnson's Arms & Cycle Works, of Fitchburg Mass., has had in process of incubation. The machine is of the single cylinder type and is belt driven. The motor has 3¼ inch bore and 3¾ inch stroke, with high compression. It develops, theoretically, 4 to 5 horsepower. The valves are mechanically operated. For the transmission a V-belt is used, together with a free engine clutch pulley on the motor shaft that is described as being most compact and efficient. Spring construction is used for the front fork. The frame is an arched truss. An extra frame tube from front to rear arches directly over the motor. Between this and the top tube the tank is located.

Free Gauge for Motorcyclists.

Combining a handy motorcycle gasoline gauge with a ruler, giving inch measure and centimeter rule, a neat celluloid souvenir is being given by the Prest-O-Lite Co., of Indianapolis, Ind., to its motorcycling friends. The gasoline gauge, which is simply an extension of the ruler, and which like the rest of the device folds in sections, is finished in dull black with inch markings. Upon being inserted in the tank and then withdrawn, the gasoline adheres to the black surface. The reading is easily obtained of the depth of the gasoline by the contrast between the shiny part which has been in the gasoline and the dull blackness of the part of the measure remaining untouched by the liquid.

Reward for Stolen Belt Drive Indian.

Twenty-five dollars reward is offered for information leading to the recovery of a belt drive 1911 Indian, with 4 horsepower single cylinder engine and Bosch magneto, that was stolen from Ray W. Salmon, of Summit, N. J., on the night of April 14. The machine is finished in blue and its engine number is 45C029. When stolen the machine bore the New Jersey State license number C2455.

Thieves Annex an Excelsior.

Motorcycle thieves in Elyria, O., spirited away an Excelsior motorcycle on the night of the 17th inst. The machine belonged to Dennis Stevenson. Its engine number was 5666, and when stolen it bore license tag No. 28. Stevenson, who lives at 232 East Sixth street, would be glad to hear from anyone who has chanced to see the machine.

WHERE TO BUY WHAT YOU WANT WHEN YOU WANT IT

Acetylene Tips and Burners.
American Lava Co., Chattanooga, Tenn.

Ball Bearings—Motorcycles.
Barthel, Daly & Miller, New York, N. Y.
Bretz Co., J. S., New York, N. Y.
Standard Roller Bearing Co., Philadelphia, Pa.

Ball Retainers.
Star Ball Retainer Co., Lancaster, Pa.
Stevens & Co., New York, N. Y.

Bells.
Bevin Bros. Mfg. Co., East Hampton, Conn.
New Departure Mfg. Co., Bristol, Conn.

Belt Idlers.
Eclipse Machine Co., Elmira, N. Y.
Ero Mfg. Co., Chicago, Ill.

Bicycles.
American Cycle Mfg. Co., Chicago, Ill.
Arnold, Schwinn & Co., Chicago, Ill.
Consolidated Mfg. Co., Toledo, Ohio.
Davis Sewing Machine Co., Dayton, Ohio.
Emblem Mfg. Co., Angola, N. Y.
Great Western Mfg. Co., LaPorte, Ind.
Harris Hardware Co., D. P., New York, N. Y.
Iver Johnson Arms & Cycle Works, Fitchburg, Mass.
Miami Cycle & Mfg. Co., Middletown, Ohio.
Pierce Cycle Co., Buffalo, N. Y.
Pope Mfg. Co., Hartford, Conn.
Reading Standard Co., Reading, Pa.
Toledo Metal Wheel Co., Toledo, Ohio.

Bicycle and Motorcycle Parts and Fittings.
Bossert Co., Utica, N. Y.
Crosby Co., The, Buffalo, N. Y.
Eclipse Machine Co., Elmira, N. Y.
Forsyth Mfg. Co., Buffalo, N. Y.
Mott Wheel Works, Utica, N. Y.
Nelson Mfg. Co., A., Chicago, Ill.

Bicycle Brakes.
Forsyth Mfg. Co., Buffalo, N. Y.

Bicycle Grips.
Diamond Rubber Co., Akron, Ohio.
Empire Tire Co., Trenton, N. J.
Fisk Rubber Co., Chicopee Falls, Mass.
Goodyear Tire & Rubber Co., Akron, Ohio.
Haverford Grip Co., Philadelphia, Pa.
United States Tire Co., New York, Chicago, San Francisco.
Wolverine Leather Goods Co., Detroit, Mich.

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Mesinger Mfg. Co., H. & F., New York, N. Y.
Persons Mfg. Co., Worcester, Mass.
Pope Mfg. Co., Hartford, Conn.
Troxel Mfg. Co., Elyria, Ohio.
Wolverine Leather Goods Co., Detroit, Mich.

Bicycle and Motorcycle Pumps.
Bridgeport Brass Co., Bridgeport, Conn.
Stevens & Co., New York, N. Y.
United States Tire Co., New York, Chicago, San Francisco.

Carbureters.
Aurora Automatic Machinery Co., Chicago, Ill.
Heitger Carbureter Co., Indianapolis, Ind.

Cements.
Eclipse Cement & Blacking Co., Philadelphia, Pa.
Goodyear Tire & Rubber Co., Akron, Ohio.
M. & M. Mfg. Co., Akron, Ohio.
United States Tire Co., New York, Chicago, San Francisco.
Van Cleaf Bros., Chicago, Ill.

Chains.
Diamond Chain & Mfg. Co., Indianapolis, Ind.
Duckworth Chain & Mfg. Co., Springfield, Mass.
Morse Chain Co., Ithaca, N. Y.
Whitney Mfg. Co., Hartford, Conn.

Chains—Imported.
Brown Bros. Ltd., London, Eng.
Hoffnung & Co., S., New York, N. Y.
Miller, Charles E., New York, N. Y.

Chain Guards.
Forsyth Mfg. Co., Buffalo, N. Y.

Coaster Brakes.
Aurora Automatic Machinery Co., Chicago, Ill.
Corbin Screw Corporation, New Britain, Conn.
Eclipse Machine Co., Elmira, N. Y.
Harris Hardware Co., D. P., New York, N. Y.
Miami Cycle & Mfg. Co., Middletown, Ohio.
New Departure Mfg. Co., Bristol, Conn.

Coils.
Pfanstiehl Electrical Laboratory, No. Chicago, Ill.
Pittsfield Spark Coil Co., Dalton, Mass.
Splitdorf, C. F., New York, N. Y.

Crank Hangers.
Consolidated Mfg. Co., Toledo, Ohio.
Great Western Mfg. Co., La Porte, Ind.
Stevens & Co., New York, N. Y.

Cyclometers.
New Departure Mfg. Co., Bristol, Conn.

Drop Forgings.
Billings & Spencer Co., Hartford, Conn.

Handle Bars.
Chicago Handle Bar Co., Shelby, Ohio.
Consolidated Mfg. Co., Toledo, Ohio.
Forsyth Mfg. Co., Buffalo, N. Y.
Kelly Handle Bar Co., Cleveland, Ohio.

Horns.
Nonpareil Horn Mfg. Co., New York.
Riley-Klotz Mfg. Co., Newark, N. J.

Hubs, Bicycle & Motorcycles.
Aurora Automatic Machinery Co., Chicago, Ill.
Corbin Screw Corporation, New Britain, Conn.
Eclipse Machine Co., Elmira, N. Y.
Forsyth Mfg. Co., Buffalo, N. Y.
New Departure Mfg. Co., Bristol, Conn.

Jobbers—Bicycles and Motorcycles.
American Motorcycle Co., Chicago, Ill.
Baker & Co., F. A., New York, N. Y.
Bi-Motor Equipment Co., Boston, Mass.
Combination Ladder Co., Providence, R. I.
Ero Mfg. Co., Chicago, Ill.
Fry, Keyser, Reading, Pa.
Goodby, Albert E., Providence, R. I.
Grady & Co., J. W., Worcester, Mass.
Harris Hdw. Co., D. P., New York, N. Y.
Haverford Cycle Co., Philadelphia, Pa.
Hub Cycle Co., Boston, Mass.
Manufacturers' Supplies Co., Philadelphia, Pa.
Mead Cycle Co., Chicago, Ill.
Miller, Chas. E., New York, N. Y.
Motor Car Equipment Co., New York, N. Y.
New York Sporting Goods Co., New York, N. Y.
Nock Co., Geo. W., Philadelphia, Pa.
Post & Lester Co., Hartford, Conn.
Roby Co., S. B., Rochester, N. Y.
Stevens & Co., New York, N. Y.
Strauss & Son, Jos., Buffalo, N. Y.
Supplee Hardware Co., Philadelphia, Pa.
Vim Cycle & Hardware Co., Buffalo, N. Y.
Widmayer Co., Frank B., New York, N. Y.

Lamps—Bicycle and Motorcycle.
Badger Brass Mfg. Co., Kenosha, Wis.
Bridgeport Brass Co., Bridgeport, Conn.
Ham Mfg. Co., C. T., Rochester, N. Y.
Hawthorne Mfg. Co., Bridgeport, Conn.
Motor Car Equipment Co., New York, N. Y.
Seiss Mfg. Co., Toledo, Ohio.

Lamp Brackets.
Bevin Bros. Mfg. Co., East Hampton, Conn.
Forsyth Mfg. Co., Buffalo, N. Y.
Shipp, Watt, Salem, Ore.
Widmayer Co., F. B., New York, N. Y.

Leggins.
Nathan Novelty Mfg. Co., New York, N. Y.

Luggage Carriers.
Dow Wire & Iron Works, Louisville, Ky.
L-B Mfg. Co., San Jose, Cal.
Starr Co., C. M., South Bend, Ind.
Widmayer Co., Frank B., New York, N. Y.

Magnetos.
Bosch Magneto Co., New York, N. Y.
Bretz Co., J. S., New York, N. Y.
Pfanstiehl Electrical Laboratory, No. Chicago, Ill.
Splitdorf, C. F., New York, N. Y.

Magneto Covers.
B. & S. Specialty Co., New York, N. Y.
Mesinger Mfg. Co., H. & F., New York, N. Y.
Nathan Novelty Mfg. Co., New York, N. Y.

Motorcycles.
American Motor Co., Brockton, Mass.
Aurora Automatic Machinery Co., Chicago, Ill.
Consolidated Mfg. Co., Toledo, Ohio.
Detroit Motorcycle Co., Detroit, Mich.
Emblem Mfg. Co., Angola, N. Y.
Excelsior Supply Co., Chicago, Ill.

Flanders Mfg. Co., Pontiac, Mich.
Greyhound Motor Co., Buffalo, N. Y.
Harley-Davidson Motor Co., Milwaukee, Wis.
Haverford Cycle Co., Philadelphia, Pa.
Hendee Mfg. Co., Springfield, Mass.
Johnson's Arms & Cycle Works, Iver, Fitchburg, Mass.
Kokomo Motorcycle Co., Kokomo, Ind.
Marvel Motorcycle Co., Hammondsport, N. Y.
Merkel-Light Motor Co., Pottstown, Pa.
Miami Cycle & Mfg. Co., Middletown, Ohio.
Minneapolis Motorcycle Co., Minneapolis, Minn.
New Era Auto-Cycle Co., Dayton, Ohio.
Pierce Cycle Co., Buffalo, N. Y.
Pope Mfg. Co., Hartford, Conn.
Prentiss Co., C. H., New Haven, Conn.
Reading Standard Co., Reading, Pa.
Reliance Motorcycle Co., Owego, N. Y.
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Thiem Mfg. Co., St. Paul, Minn.
Wagner Motorcycle Co., St. Paul, Minn.

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Fry, Keyser, Reading, Pa.
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Goodby, Albert E., Providence, R. I.
Holden, Geo. M., Boston, Mass.
Hub Cycle Co., Boston, Mass.
Manufacturers' Supplies Co., Philadelphia, Pa.
Miller, Chas. E., New York, N. Y.
Motorcycle Equipment Co., Hammondsport, N. Y.
New York Sporting Goods Co., New York, N. Y.
Nock Co., Geo. W., Philadelphia, Pa.
Post & Lester Co., Hartford, Conn.
Roby Co., S. B., Rochester, N. Y.
Stevens & Co., New York, N. Y.
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Vim Cycle & Hdw. Co., Buffalo, N. Y.
Widmayer Co., F. B., New York, N. Y.

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Mesinger Mfg. Co., H. & F., New York, N. Y.
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On February 24th Lee Sheppard, riding a regular stock single cylinder Harley-Davidson, won every event on the program, including even the pursuit race in which he voluntarily conceded a handicap of one-quarter mile to a powerful double cylinder machine of another make.

ENID, OKLA.

At the Enid Fair, March 11th, a regular stock single cylinder Harley-Davidson won every motorcycle race. The winning machine was nearly a year old and had seen more than 15,000 miles of hard road service. Nevertheless, it lapped the nearest competitor in the fourth mile.

PORTLAND, ORE.

Match race on 2 3-10 mile hill, March 19th, between a 4 H. P. single cylinder Harley-Davidson and a 6 H. P. twin cylinder machine of another make. The Harley-Davidson won the contest by a margin of 51 seconds.

What These Victorie

The winning of these contests places in your hands the most conclusive of evidence; evidence which is indisputable as to the merit of the Harley-Davidson, compared with motorcycles of other makes. And the

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Long ago you began to realize that the motorcycle field was scarcely scratched. You thought there was a big future for the motorcycle dealer, provided he selected the right machine. You carefully looked over the market and selected the Harley-Davidson. Here's

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Six Contests Won

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PORTLAND, ORE.

Hill climb held under the auspices of the Portland Motorcycle Club, March 26th. A stock single cylinder Harley-Davidson made the fastest time on the hill, regardless of class. There were 16 entries, 5 twins and 11 singles. The single cylinder Harley-Davidson was just 1 min. 2 sec. ahead of its nearest competitor in the 4 H. P. class and 7 sec. faster than the fastest twin cylinder machine entered. Four singles and three twins failed to finish the climb at all.

MEMPHIS, TENN.

Impromptu race at Driving Park. Practically all motorcycles represented. Nearly 40 machines in all, including 4 twin cylinders. A stock single cylinder Harley-Davidson which had seen nearly a year of hard road service overtook everything in the field in two miles, excepting only a twin cylinder machine, which was passed in the third mile.

TAMPA, FLA.

Another runaway for the Harley-Davidson. In the road race held on March 26th over a 90 mile course, of which 35 miles were heavy sand, single cylinder stock Harley-Davidsons won first, second and third places. Another evidence of Harley-Davidson transmission efficiency.

Mean to Riders

machines that made these records are not specially built, high strung racing machines which you could not buy at any price, but stock machines, the exact duplicates of which any Harley-Davidson dealer will gladly sell you.

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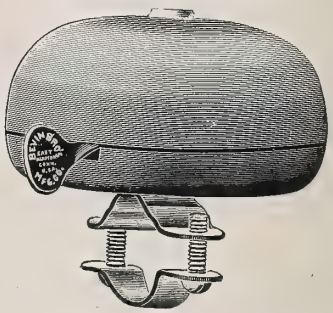
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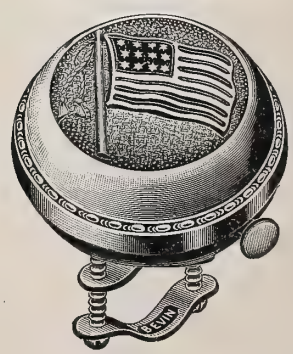
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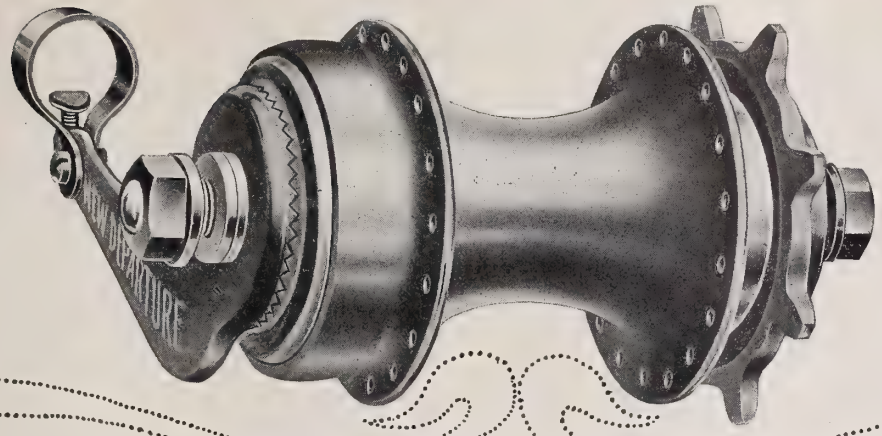


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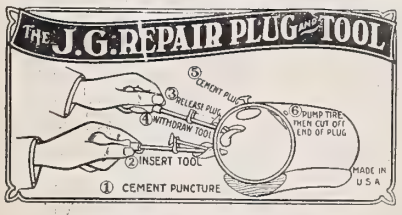
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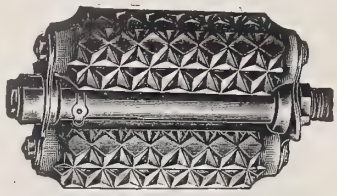


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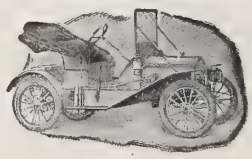
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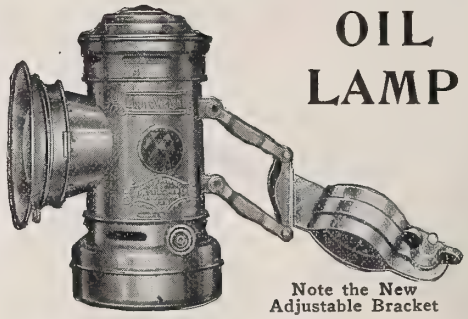
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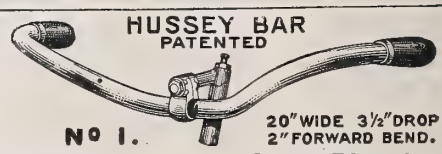
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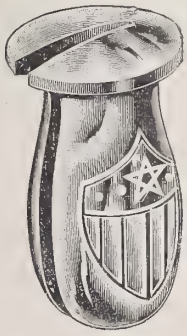
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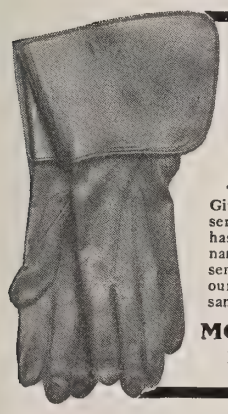
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are best for

Motorcyclists

Best to Wear

Gives utmost comfort and service. If your dealer hasn't them, send us his name, your size, etc., we'll send pair on approval with our new style book and samples of leather.

Best to Sell

Are the fastest selling line of gloves because best made and best advertised. It pays to sell leaders. Investigate our dealers' proposition. Write for catalog and samples.

MORRISON-RICKER MFG. CO.

115 Broad Street, GRINNELL, IA.



New model for 1911.
Price, $18.00.

STANDARD SPEEDOMETER

"THE INSTRUMENT OF PERMANENT ACCURACY"

The only Motorcycle Speedometer that has made good. Front and rear drive attachments for every make of motorcycle. Option of 60 or 80 mile dials without extra charge. Agents, place your season's order NOW and take advantage of the Quantity Price. Three styles to choose from.

Prices—$15.00, $18.00, $20.00

Twenty police departments use Standards because they are accurate.

STANDARD THERMOMETER CO., 65 Shirley Street, Boston, Mass.



NEW BLACK DIAMOND TIRES
Fully Guaranteed by
The Sidney B. Roby Co.

Our Leader!

The Best Tire on the Market for the Money

RETAILS AT $6.00 PER PAIR

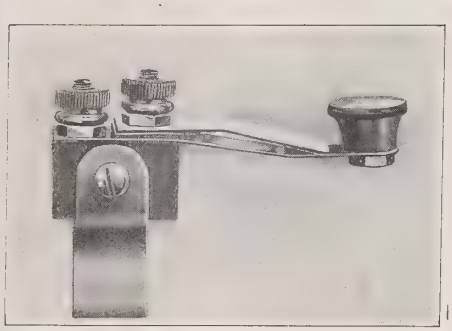
Liberal Discount to the Trade

Egyptian cotton fabric and best grade Para rubber. Every pair means a satisfied customer.

1911 BICYCLE AND MOTORCYCLE CATALOG NOW READY

A Post Card Brings It

THE SIDNEY B. ROBY CO., Rochester, N. Y.



2=IN=1

HANDLEBAR SWITCH

for either battery or magneto. Complete, with wire,

75 Cts.

Our new motorlog ready soon.

FRANK B. WIDMAYER CO.

2312 Broadway New York

RENOLD CYCLE CHAINS

1-2 in. pitch Roller Chain



1-8 in., 3-16 in., and 1-4 in. wide

(515)

The SWEETEST RUNNING and MOST DURABLE CYCLE CHAIN is the RENOLD ½ in. pitch Roller Chain, because:—

On a given diameter of sprocket there are twice as many teeth as for a Block chain.

The use of Rollers greatly reduces the friction between the chain and wheel teeth.

The Roller Chain permits of a better tooth form than the block.

The Roller Chain, width for width, is stronger than the block.

The Roller Chain does not tighten up in mud so readily as the Block type, and adjustment for slack is not so important.

Records show that Renold Roller Chains last nearly twice as long as Block Chains.

The RENOLD TWIN ROLLER CHAIN has many of the advantages of the ½ in. pitch, and any rider can learn what these are without the expense of fitting new sprockets, because the Twin Roller Chain will run on sprockets cut for block chains.

1 in. pitch Twin Roller Chain



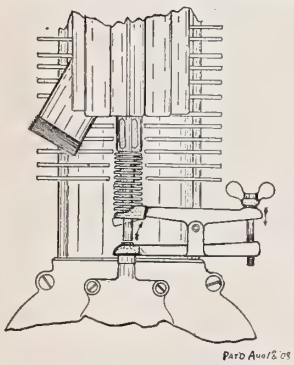
1-8 in., 3-16 in., and 1-4 in. wide

(616)

Sales Agents for U. S. A.:

BROWN BROS., Ltd.

22-34 Great Eastern St. LONDON, E. C., ENGLAND



A Valve Spring Lift

that is satisfactory—large enough for shop use, small enough for carrying in tool bag.

Sent postpaid on receipt of price. Money refunded if not satisfactory. Not a catch-penny affair.

Price $1.25

Motorcycle supplies always carried in stock. The best make of everything—satisfaction guaranteed. Any part for any model Indian motorcycle also in stock. Mail orders receive prompt attention. Prompt service on motorcycle repairing. Indian motorcycles in stock for immediate delivery. Second-hand machines taken in trade. Open every weekday till 9 p. m.; also Sundays. When in Providence look me up.

B. A. SWENSON

298 Blackstone Street, Corner Prairie Avenue
PROVIDENCE, R. I.

DUTCH BRAND

Rubber Cements Stick and Stay Stuck

Expert repair men pronounce our rubber cements best. Consumers insist on having ours after once trying them. Our line is a profitable one for jobber, dealer and user.

If you cannot secure our line through your jobber, write us and we will see that you are supplied.

VAN CLEEF BROS.

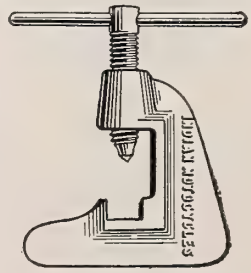
Manufacturers of Highest Grades of Rubber Cements and Quick Selling Cycle Accessories

Chicago, U. S. A.

PATTERSON-of Brooklyn

Agent for INDIAN, PIERCE and NEW ERA Motorcycles and Quick Delivery Tri-Cars

We sell everything made for the motorcycle, and have the largest retail stock of parts and accessories in Greater New York. Large variety of all makes of repaired and guaranteed used motorcycles. List mailed on application. If you do not like your local agent's offerings, try us.



Here is a Good Chain Tool!

It is the Renold chain tool, originated by Hans Renold, maker of the famous Renold chains. It takes the standard ⅝-inch chain, and is amply strong for the powerful action that it brings to bear in removing or replacing a link, either on the road or in the shop. Price 75 cents.

A. H. PATTERSON

1080-1082 Bedford Avenue BROOKLYN, N. Y.

Eastern Distributor for the Famous Wilson Motorcycle Clothing



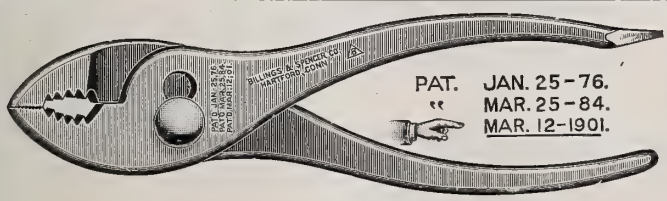
Bicycle Repairmen Joyous Over the "TIP-TOP" Offer

It's a real live WINNER. That's why bicycle repairmen everywhere are shouting for it. The "TIP-TOP" offer on NEVERLEAK Tire Fluid means a lower price to you, and twice the usual number of certificates.

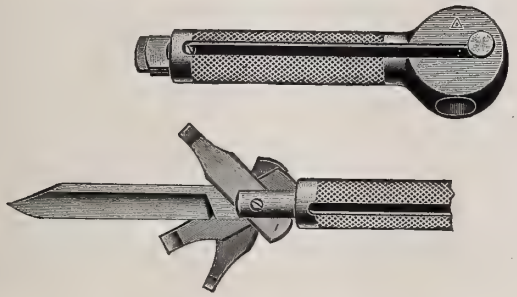
These same Neverleak certificates bring you many premiums that are really worth having. Not a trashy one on the list.

It will pay you every way to handle the "TIP-TOP" proposition. Just ask your jobber about it and learn what a big WINNER it really is.

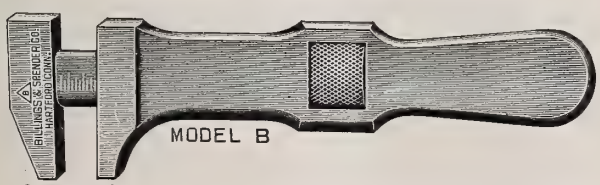
BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.



The original B. & S. Combination Pliers.



The B. & S. Patent Combination Knife and Screw Driver and the B. & S. Model B., 5-in. Wrench.



3 essential tools for your motorcycle kit. Catalog.

THE BILLINGS & SPENCER CO.

8 Long Lane, Aldersgate St. LONDON

HARTFORD, CONN.

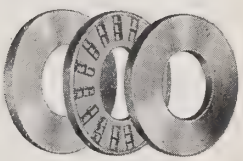




Standard Bearings

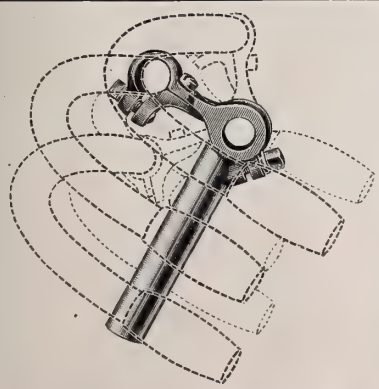
Solve Bearing Problems





STANDARD ROLLER BEARING COMPANY

SRB **Philadelphia** SRB



Keep the Cash Register Jingling

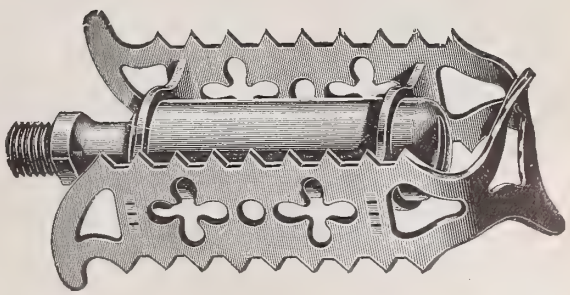
with

FORSYTH SPECIALTIES

We also make the famous Forsyth Coaster Brakes, Chain Guards and all connections, Brake Levers and connections, Brakes, and a host of other useful and salable metal specialties. Every dealer should carry our line in stock. Write us.

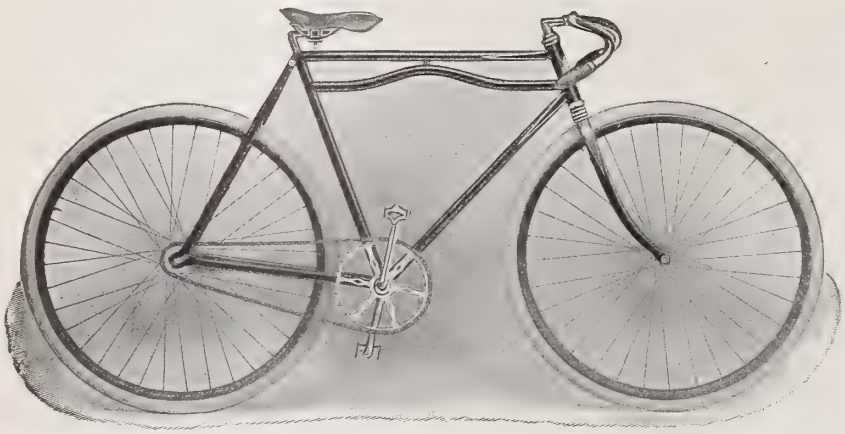
ECHO ALL-WAYS EXTENSION HANDLE BARS. Fit any stem.

FORSYTH MFG. CO., Buffalo, N. Y.



No. 5—MOTORCYCLE PEDAL. RIGID FRAME, RAT TRAP.

Well made, durable and sold at attractive prices.



Everybody Wants a Bicycle—

Are you prepared to reap the benefits of this unprecedented demand?

"Toledo" Bicycles have fully satisfied discriminating riders for SIXTEEN YEARS.

Have you investigated the merits of our **HYGIENIC SPRING SEAT POST FOR JUVENILES?**

It is a great talking point for dealers.

Better write for catalog today and investigate.

The Toledo Metal Wheel Co., Toledo, Ohio

New York Office and Salesroom—381-383 Broadway, Cor. White St

Cost of Motoring Reduced

Pan Cake Winding—the best known method of winding coils is used exclusively in Pfanstiehl Ignition. It gives a bigger, better spark with less current than is possible with any other method of building up the secondary circuit.

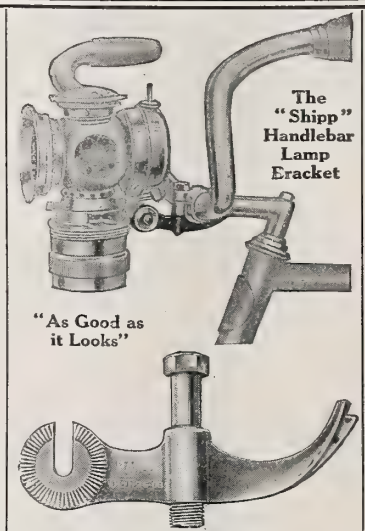
PFANSTIEHL IGNITION

means greater economy in operating a car because it gives greater efficiency in coils and magnetos. It has other advantages you should know about before deciding on your ignition equipment. Our Bulletins on Ignition give the facts. Write today.

Pfanstiehl Electrical Laboratory

123 State Street **North Chicago, Ill.**

They Sell On Sight



Style Number One
For Chicago and Ideal Bars

You Will Need Them

"Shipp" Brackets $3.25 Per Dozen

"Shipp" Brackets $3.25 Per Dozen

Why not satisfy your customers by selling

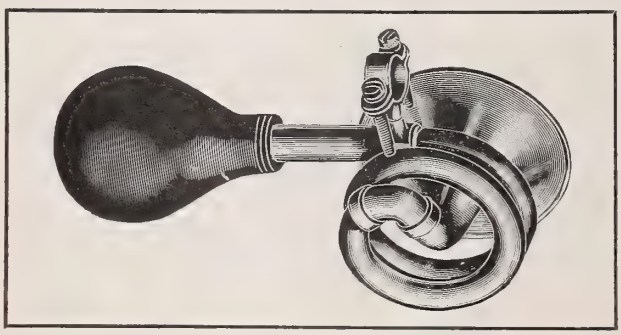
"THE SHIPP"

HANDLEBAR LAMP BRACKET?

ORDER THROUGH YOUR JOBBER

Watt Shipp
PATENTEE
SALEM, OREGON

Stevens & Co.
375 Broadway
New York Distributors



The Standard Signal

NONPAREIL MOTORCYCLE HORNS

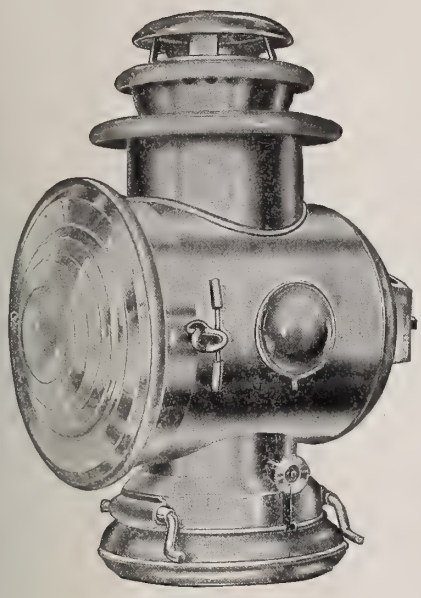
(TRADE MARK REGISTERED)

Nonpareil Motorcycle Horns are a necessity to every rider. Clear and penetrating in tone, they *warn* without startling, and are instantly operated by a quick, slight pressure. In use everywhere.

Sold by all the leading jobbers.

NONPAREIL HORN MANUFACTURING CO., 73-75 Wooster Street, New York City

Largest Horn Manufacturers in the World



HAM'S DERBY
COLD BLAST MOTORCYCLE LAMP.

Made of Heavy Gauge Brass. Finished in Polished Brass, Nickel Plate, Black, Royal Blue, French Gray or Red with Brass or Nickel Trimming.

HAM'S DERBY
Cold Blast Motorcycle Lamp

BURNS KEROSENE OIL

Has none of the bad features of the acetylene and all of the good.

Produces a light of exceptional brilliancy and will not blow or jar out.

Handsomely designed to conform with the graceful lines of the Motorcycle and strongly constructed of Heavy Gauge Brass, all parts riveted.

Measures 9 inches high and is constructed so that the oil cannot slop out to collect. The fount holds sufficient oil to burn 16 to 18 hours, and is securely fastened to the lamp by the lock levers.

HAMLIGHT
QUALITY LAMPS

Fitted with a 4¾-inch Magnifying Optical Lense and Highly Polished Silver Plated Reflectors.

The Side Signals, which are Red and Green projecting Jewels, are arranged to be seen from the front and rear as well as from the sides.

Furnished with Combination Socket to take either round or flat bracket, or with double socket to take a double fork bracket. These Sockets are riveted through the back of the lamp to a steel plate on the inside.

There is a big demand for a good oil burning Motorcycle lamp, as it is far more reliable than gas. Get a sample and show it to some of your rider friends. The business is there—just get after it.

Write for detailed description and price list.

C. T. HAM MFG. COMPANY, Rochester, N. Y.

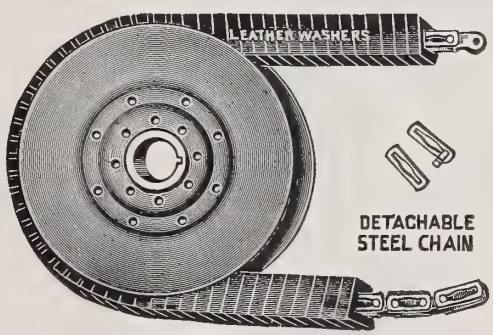
Sheet Metal STAMPINGS

Motorcycle manufacturers are using pressed metal parts on their machines wherever possible, in place of castings or forgings. We make good stampings to order, either large or small, heavy or light.

GIVE US A TRIAL

Estimates cheerfully furnished.

The Bossert Company
UTICA, N. Y.



A Real Motorcycle Belt

A "V" belt that won't slip or stretch—yet gives the flexibility of a chain.

Leather washers fastened in sections on detachable steel chain—can't slip or twist; not effected by oil, water or climate.

Will greatly increase your power.

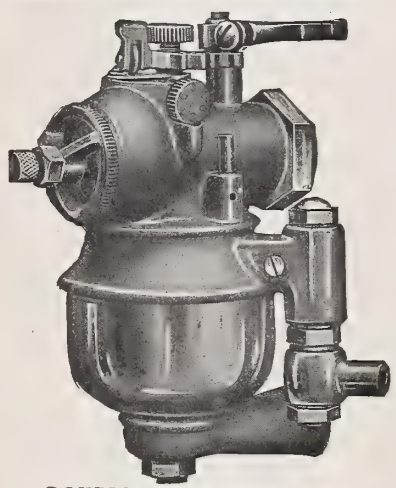
Price $8.00

C. F. FAUPEL
415 Dearborn Street CHICAGO, ILL.

Tucker Rims
HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO

HEITGER
Model G, 1911, Motorcycle Carbureters

Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nickeled and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.

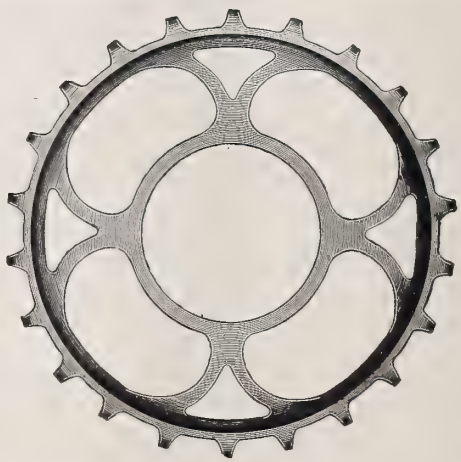


DOUBLE ADJUSTMENT TYPE
Glass or Brass Bowl

We can make prompt deliveries.
Catalogs now ready.

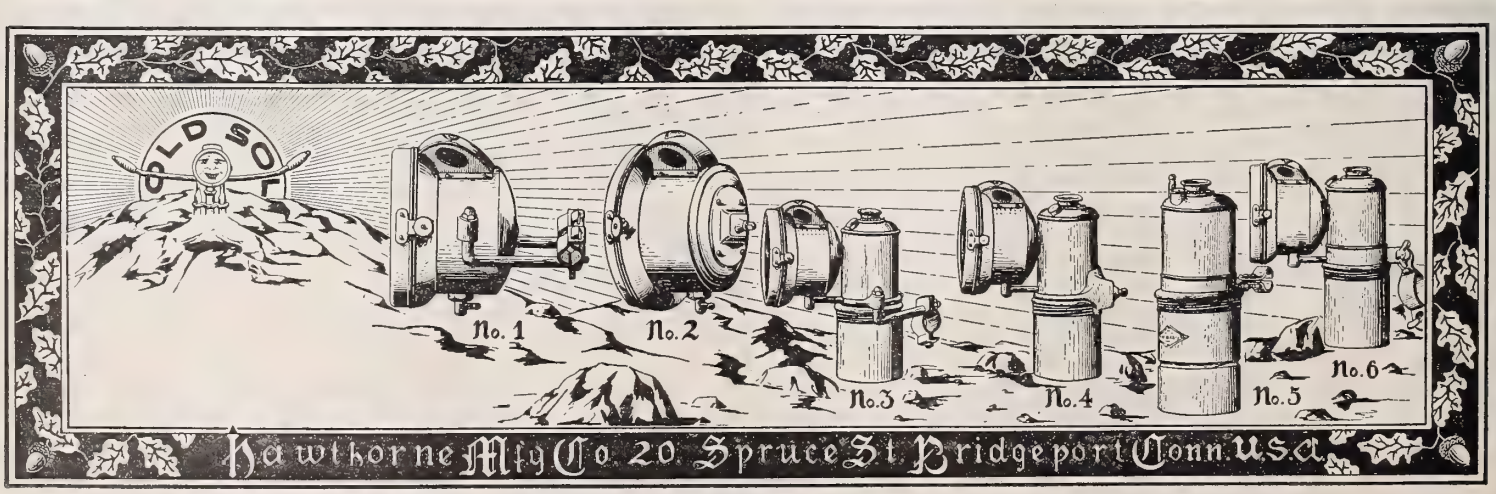
HEITGER CARBURETER COMPANY
225 W. South Street
INDIANAPOLIS, IND.

SPROCKETS
PRESSED FLAT



GREATEST VARIETY OF MODELS
All sizes for Bicycles, Motorcycles and Coaster Brakes.

THE PARISH & BINGHAM CO.
Cleveland, Ohio



ENGINE FLEXIBILITY

and the greatest range of speed control through the spark, together with easy starting, are obtained—not by magneto—but by dry cells and

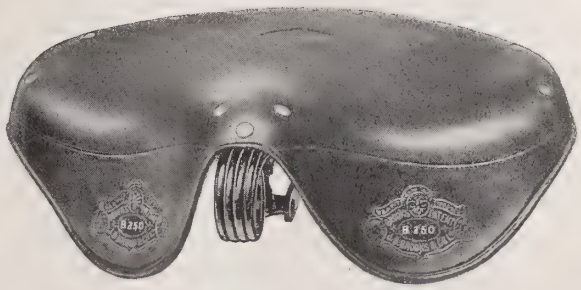
Pittsfield Coil

You get a range of spark advance and retard that is praccally impossible with a magneto, and you do not have to pedal to generate ignition current. Specify Pittsfield for your motorcycle.

PITTSFIELD SPARK COIL CO.

Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co.



The BROOKS Compound-Spring Seat B250.

When buying Motor Bicycles consider the influence the saddle has upon the sale—bear in mind the undoubted superiority of the

BROOKS

in this direction and specify, in every case, the saddle that bears that name. Remember, this is **the original and only genuine compound-spring Saddle**—the only saddle that can embody the BROOKS Compound springs, as we make them—the springs which entirely absorb vibration within themselves, and, by their compensating action, totally eradicate all tendency to bounce—

The springs which ensure to every rider of a BROOKS, perfect comfort and true luxury awheel.

Note, that although the saddle can never sell the bicycle, the BROOKS will make each sale easier than any other make.

Sole Agents for Cycle Saddles—BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E. C.

J. B. BROOKS & CO., Ltd.

73 Criterion Works Birmingham, Eng.

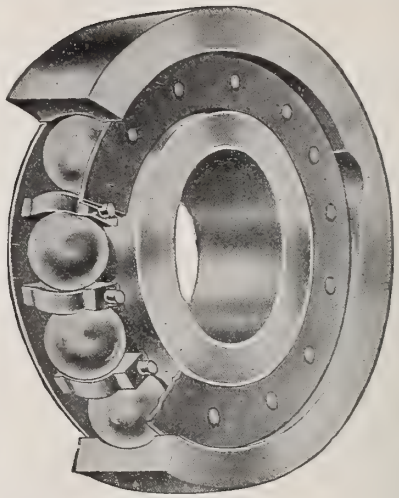


The BROOKS Compound Spring Saddle B104.

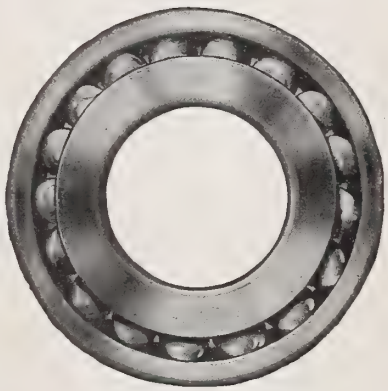
SCHAFER BALL BEARINGS

"The Bearings of Quality"

Single Row Annular Bearings
Double Row Annular Bearings
Combination Bearings for
Radial and Thrust Load
Thrust Bearings



Radial Bearing
of Greatest
Carrying Capacity.



Combination Radial
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Used in Prominent Motorcycles and Automobiles Here and Abroad

BARTHEL, DALY & MILLER

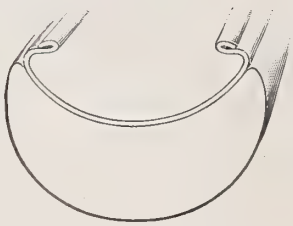
Sole Importers

42 Broadway **New York City**

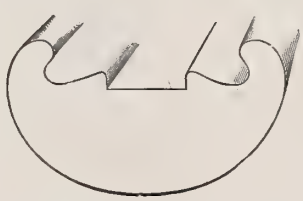
THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE

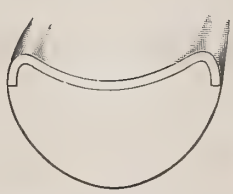
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

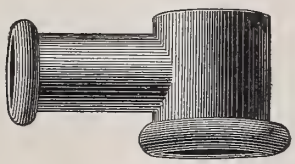
A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.

Is Your Magneto Waterproof?

You can make it so, and be immune from ignition troubles in wet weather by fitting a

B & S TERMINAL PROTECTOR



It not only saves you trouble, but it also saves the cost of a magneto cover.

Price 15 Cents Postpaid

Good discount to dealers.

B. & S. SPECIALTY CO.

165th Street and Jerome Avenue **New York City**



The HOLDEN DUPLEX SPRING SEAT POST

PATENT APPLIED FOR

Above is a cut of our new Duplex Spring Seat Post, designed for use on loop frame INDIAN MOTORCYCLES.

With this appliance the rider is continually suspended on a double set of especially tempered coil springs which are adjustable to every man's weight and you may therefore take the longest and hardest of rides, over any sort of roads, secure in the knowledge that you will be entirely free from the jolt and jar ordinarily incident to riding over a rough road-bed. Furthermore you are able to obtain these wonderfully easy riding qualities without the loss of any of the many well known advantages of the INDIAN rigid frame construction.

Altho easily and quickly applied to the 1909 and 1910 INDIAN, when in place the attachment is as solid and free from all lost motion as tho built into the machine.

This seat post is mechanically "right" and we heartily recommend it for the consideration of all those who are looking for personal comfort.

GUARANTEE—We guarantee to replace all defective parts, for one year from date of sale. PRICE TEN DOLLARS.

G. N. HOLDEN, 141 Massachusetts Ave., Boston, Mass.

Motorcyclists and bicyclists should consider the importance of having their tires inflated to the right pressure.

IT IS TIRE ECONOMY AND IT SAVES MONEY

To know what pressure you have in your tires, use a

SCHRADER Universal Tire Pressure Gauge

(Trade Mark Registered in U. S. Patent Office)



(Patented March, 1898—Other Patents Pending)

It will tell the exact pressure in your tires at any time, day or night, by simply holding this Gauge to your Valve for a second. Its recording sleeve remains in place, showing the exact pressure in the tire so that the Gauge can be taken anywhere and read, at night to the front of machine into the light of the lamps. After the pressure has been ascertained the Indicating Sleeve can be pushed back into the Gauge with your finger. No catches or snaps to operate or get out of order. This Gauge is 2½ inches long over all, short enough to apply easily to the smallest diameter of wheel and can easily be carried in the vest pocket or the change pocket of your trousers.

PRICE $1.00 EACH
READY FOR DELIVERY NOW

Guaranteed Simple
AND
Absolutely Accurate

INDISPENSABLE IN TIRE REPAIR SHOPS

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.
28-32 Rose Street New York City

Manufacturers of the famous Schrader Universal Valves for Automobile, Motorcycle and Bicycle Tires.

BICYCLE MOTORCYCLE

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PIERCE BICYCLES

Sold Everywhere Ridden Everywhere

FOR twenty years Pierce Bicycles have held sway on the various markets of the world as the best cycle product manufactured. Today our goods are better than they ever were. If you are a sensible rider you should by all means use the Pierce. If a dealer you should take immediate steps to secure the Pierce agency.

Manufacturers of HEAVY SERVICE MODELS, ROADSTERS, RACERS, CUSHION FRAMES, CHAIN AND CHAINLESS, ALSO SINGLE AND FOUR CYLINDER MOTORCYCLES.

Ask for Catalog "B"

THE PIERCE CYCLE CO., Buffalo, N. Y.

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Dealers Everywhere

are now reaping a harvest selling

DAYTON BICYCLES

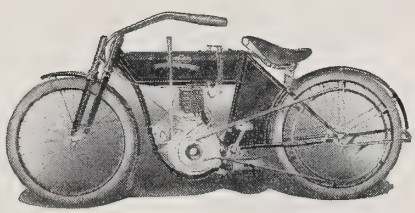
Hadn't you better let us tell you now
before it is too late—about the bicycles that

SELL AND SATISFY

DROP US A CARD TODAY

THE DAVIS SEWING MACHINE CO. DAYTON MAKERS DAYTON-OHIO

The Davis Sewing Machine Company
DAYTON, OHIO

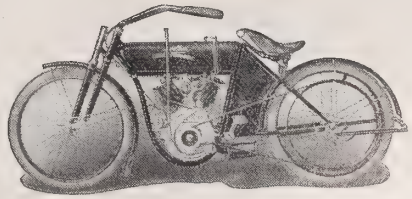


The Emblem itself is right for the rider, and the Emblem policy is right for the dealer. Are you right for the Emblem? Why not write?

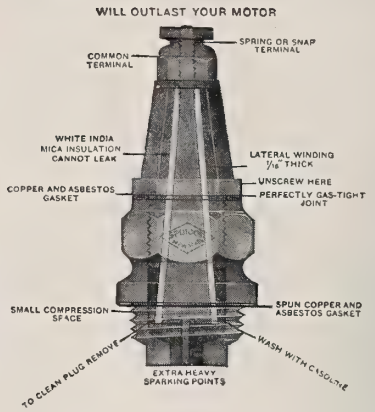
EMBLEM MANUFACTURING CO.
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

EMBLEM



Victory After Victory
WON BY
SPLITDORF
Motorcycle Plugs



Every race at the Florida Beach Meet, April 1st, won by motorcycles equipped with SPLITDORF Plugs.

Another Clean Sweep

made at the Denver Meet, April 9th, in which every winner was fitted with SPLITDORF Plugs.

SPLITDORF Plugs are made expressly for the motorcycle, and you can count on them for Perfect Ignition and long life.

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C. F. SPLITDORF

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NATHAN'S TRADE MARK

Motorcycle Fabric Supplies

The Best Material at Lowest Prices.



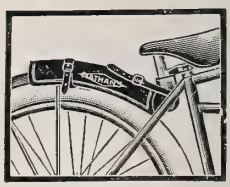
Nathan's Motorcycle Lamp Covers.



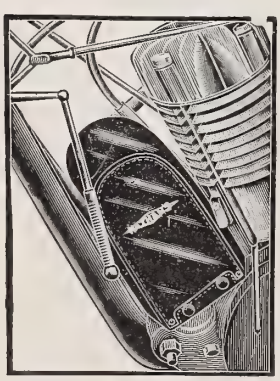
Nathan's Hand Wind Shield.



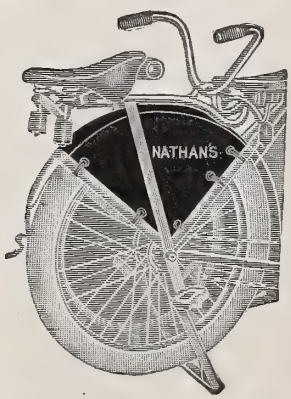
Nathan's U. S. A. Puttee. Style No. 75.



Nathan's Motorcycle Inner-tube Bags.



Nathan's Motorcycle Magneto Covers.



Nathan's Mud Guard and Skirt Protector.



"Nathan's Windsor." Style No. 50.



"Nathan's Emperor"

We show herewith a few of our best sellers. Our Special Catalogue (mailed on request) contains descriptions and prices of many others. Send for it. Special Quotations to Jobbers and Dealers.

NATHAN NOVELTY MFG. CO., 86B Reade St., New York

THE GOODS YOU OUGHT TO HAVE AT THE PRICES YOU OUGHT TO PAY

¶ We are headquarters for everything in the line of bicycle and motorcycle accessories.

¶ All the latest offerings; all the standard lamps, horns, speedometers, tires, etc., etc., are carried in stock, and prompt shipments are our watchword.

¶ Hundreds of dealers have come to depend on our judgment in the matter of stock and know from experience that our prices are right and our business methods satisfactory.

¶ We are New England distributers for Yale, Snell and American Flyer bicycles; also for Victor and Federal tires.

¶ We issue separate and most complete catalogs on bicycles, motorcycles and their accessories.

¶ May we serve you?

HUB CYCLE COMPANY 40 Portland Street BOSTON, MASS.

MOTORCYCLE TIRES

50% Discount

Don't be skeptical in buying these tires because the price is low. They are of standard construction (moulded type) and were made to sell at regular prices.

You take no chances in buying, as we guarantee these tires to be satisfactory and to be the biggest snap ever offered in motorcycle tires. If you don't think so when you receive the tires, return to us and we will refund your money.

PRICES

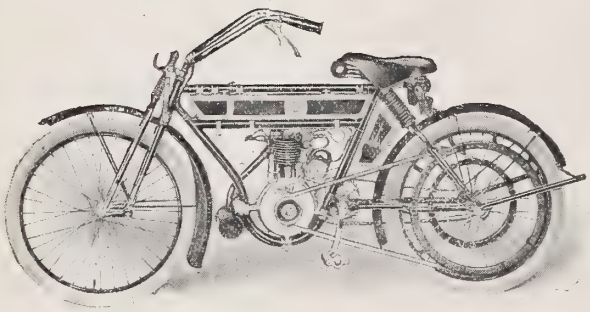
Single or Double Clinch—Bailey or Grid Iron Tread

26 x 2¼	$5.25	28 x 2¼	$6.25
26 x 2½	5.50	28 x 2½	7.00
26 x 2¾	6.00	28 x 2¾	7.50
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This snap won't last long, so send in your order quick if you want to save 50 per cent. on your tires.

AMERICAN TIRE AND RUBBER COMPANY 1229-1231 Michigan Ave. CHICAGO, ILL.

N. S. U.
Motorcycle Book



The 2½ H. P. Lightweight Roadster

THE history of the famous N. S. U. motorcycle is fresh from the press; it's most interesting reading and worth while writing for —DO IT.

It may be true that you own a motorcycle, but perhaps a friend of yours wants to get the best there is, a motorcycle that is simple, reliable, economical to run and above all, one with a Two Speed and Free Engine Gear, Spring Forks and particularly a Spring Frame. That can only be an N. S. U.—tell him about it; you'll surely grant him a favor.

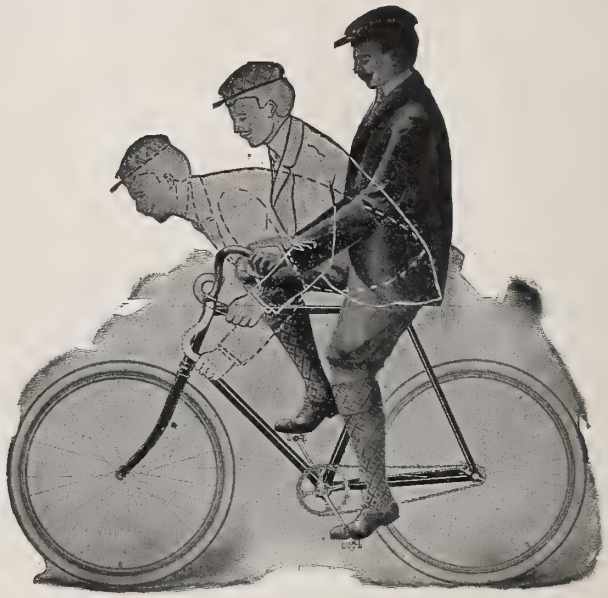
Maybe you would like to change yourself and take up the agency for a Good Motorcycle—write us about it, at any rate.

Send for the Book.

N. S. U. MOTOR CO.
Dept. B
206 W. 76th St. New York City

Steering is not the only function of the handle bar!

¶ Cyclists require a proper position of the bar for the hand tension that makes the pedaling most efficient. The position must be different for different conditions, and conditions change according to changes in wind and road.



The KELLY Adjustable Handle Bar

provides that final touch to the best bicycles that makes them yield the maximum satisfaction and comfort to the rider. Man, woman or child will find the Kelly adjustable handle bar an aid to pleasant cycling.

¶ Cycle manufacturers and purchasers of bicycles in large quantities find the Kelly handle bar well worth including in their specifications.

Kelly Handle Bar Co.
CLEVELAND, OHIO

Largest Automobile Supply House in America



The Diamond Volt Ammeter.

We handle a Large Assortment of

MOTORCYCLE SUPPLIES

Articles too numerous to mention here

SOLE U. S. AGENTS FOR BRAMPTON CELEBRATED MOTORCYCLE CHAINS


Goggles and Caps.

OUR 1911 CATALOG No. 19, THE MOST COMPLETE OF THE KIND, MAILED ON REQUEST

CHAS. E. MILLER

Manufacturer, Jobber, Exporter and Importer

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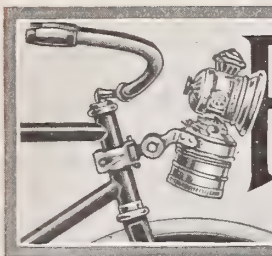
New York City, 97-103 Reade St.
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Boston, Mass., 202-204 Columbus Ave.
Cleveland, O., 1829 Euclid Ave.
Detroit, Mich., 227-229 Jefferson Ave.
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Pennsylvania BICYCLE TIRES

For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



FOR YOUR WHEEL

"Search-Light" LAMP

Burns Gas—Makes Own Gas

Now is the time to get that lamp for your wheel. Riding nights are here, and you'll want a powerful, brilliant lamp — and you'll want it more than any other part of your equipment.

Buy a "Search-Light" to-day—you may want it to-night. Go to your dealer. If he is sold out, write us.

Remember that we've been making "Search-Light" lamps since the inception of the bicycle industry. When you buy a "Search-Light" you get the BEST lamp. Will not jar out over roughest roads. Nothing to get out of order. Adjustable bracket. Attached to head or fork. Beautifully made of finest material.

Dealers, Read This:

"Search-Light" lamps are selling fast all over the country. We are advertising the lamp in

Youth's Companion
Popular Mechanics
Boy's World
Forward
Bicycling World

We are creating a BIG demand. Are you prepared to meet it? Write us to-day.



Bridgeport Brass Company
116 Crescent Ave.
BRIDGEPORT, CONN.

GET NEXT!

When over half the dealers and riders in America buy motorcycle supplies of us *there must be a reason.*

Can the reason be one or *all of these?*

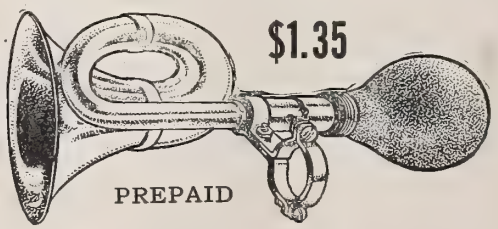
We make immediate shipment and sell every good accessory.

Our prices are low.

You can have your money back if the goods do not prove entirely satisfactory.

MECO SUPPLIES ARE GUARANTEED

YOU should be one of our pleased customers. Won't you send us a trial order and let us convince you that you have missed a good thing? If you do not have our new big 1911 free catalog B write for it today. It lists over 100 latest 1911 parts you should know about.



Just one of our bargains. A big 10-inch best quality horn. Many more in catalog.

ORGANIZED 1904 INCORPORATED 1910
MOTORCYCLE EQUIPMENT CO.
LARGEST MOTORCYCLE SUPPLY HOUSE IN AMERICA
HAMMONDSPORT, NEW YORK

The House That Makes Immediate Shipment

The Famous "America" Revived

We have bought all United States patents on the *"America" Truss-Frame Bicycle* and *"Hygenia" Spring Fork.*

Until a year is over and we can feel the *pulse of the market* on the Truss-Frame, these bicycles will be marketed direct to the rider.

Then, with strong *already-created* demand, a splendid business proposition—backed by stable, solid, bed-rock *demand*—is to be offered agents, dealers and jobbers on the famous

"America" Truss Frame Bicycle



The easy-riding *"America"* with its *double-strength* truss-frame is the bicycle that stays sold.

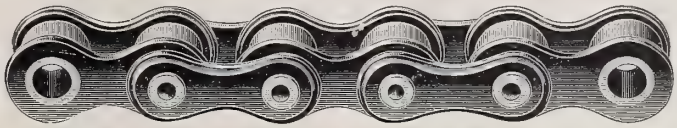
Riders who bought "America" bicycles 15 years ago write us that they are *still riding those same wheels!*

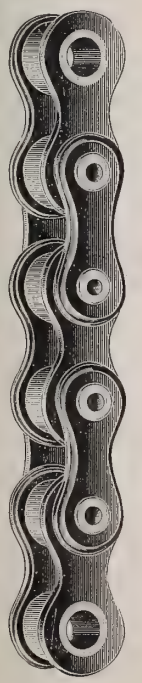
That convinces us of the wonderful value we are offering. Is that of any interest to YOU? Write me personally.

ALEXANDER J. INNES, *President.*

AMERICA CYCLE MFG. CO. 1108 Michigan Ave. Chicago, Ills.

Duckworth Chains and Chain Efficiency are Synonymous





FOR MOTORCYCLES AND BICYCLES

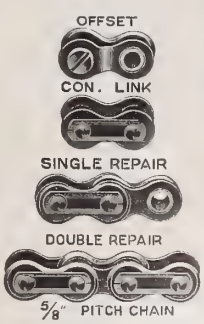
That feeling of security and dependability is always present when you KNOW you've got the best there is.

DUCKWORTH CHAINS have proved their worth in thousands of machines in use everywhere.

Their adoption by the leading makers of motorcycles and bicycles is but a tribute to their superiority.

Specify DUCKWORTH CHAINS and get the best.

Quotations on application.





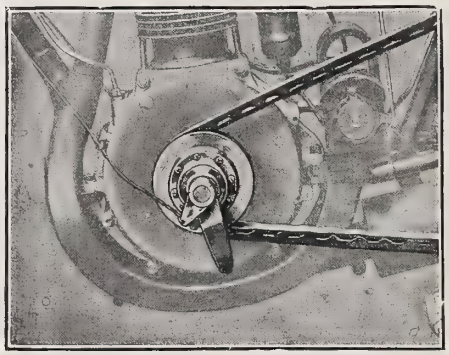
Duckworth Chain & Manufacturing Co.

SPRINGFIELD, MASS.

THE ECLIPSE
Free-Engine Pulley

is a practical, variable speed clutch, not a geared two speed. Any speed can be obtained by regulating the disc contact, by means of a simple and efficient handle bar control. We guarantee permanent satisfaction.

Are You Pulley Informed?



Then Be Eclipse Equipped

Worth $50; Sells for $15

¶ More than twenty-two hundred riders thus far this season testify to these statements.

¶ If you are not Pulley Informed, let us mail our literature. Every day more live dealers join our ranks. During unsettled weather we have filled orders with reasonable promptness. When Spring stops flirting, our capacity will be over-taxed. We ask you to become thoroughly satisfied with our assertions. Then get in line quickly. Our claims for quality and service, and for a strongly growing demand are in no way exaggerated.

ECLIPSE MACHINE CO., Elmira, N. Y.

Here is a quartet of

KOKOMO Bicycle Tires

that fully meet the spring situation.



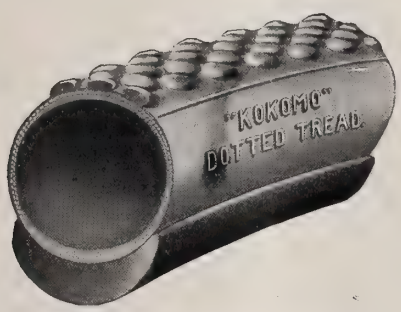
Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.



Kokomo Dotted Tread

A tire that prevents skidding and is safe and reliable on wet, slippery roads and city streets. Of high quality and careful construction. Furnished in road weight or in thick tread.



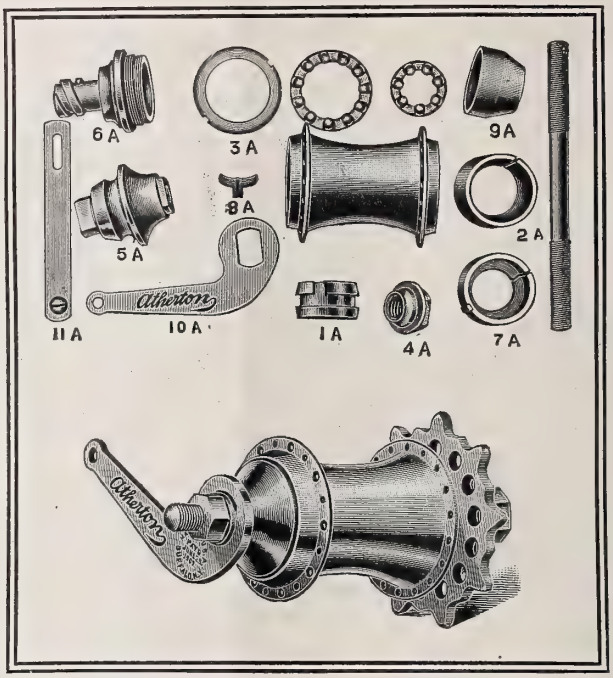
Kokomo Guaranteed Red Thorn

Made of red rubber, is extra heavy and is built especially for long service.

Are you profiting by what we offer you in Kokomo Tires?

KOKOMO RUBBER CO., Kokomo, Ind., U.S.A.

Greater Development and More Simplicity



mark another advance in coaster brake construction, as exemplified in the

CONCAVE ATHERTON

More efficiency, with longer life, appeals to everyone, and this is the brake that can show both cause and effect so far as these qualities are concerned.

IT AFFORDS { **Perfect Braking — Absolutely Free Coasting**
Genuine Satisfaction and a Desire to Live Longer

Get the Up-to-Date Coaster Brake While You Are About It

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, NEW YORK

Licensed Coaster Brake Manufacturers



—And Still They Come

Another World's Record Just Smashed on Goodyear Blue Streaks

On an Indian Motocycle, especially equipped with Goodyear Blue Streak Racing Tires, Jake De Rosier rode 83 miles and 135 yards in 60 minutes, breaking every world's amateur and *professional* record from 1 to 92 miles.

Close on the heels of this triumph for Goodyear Blue Streaks, follows another, yet more significant. Don Johns, a 16-year-old amateur, at the Los Angeles Motordrome, April 4, covered 20 miles in 14 minutes and 23 3-5 seconds, lowering every *amateur* record from *1* to *20 miles*. He rode on an Indian Motocycle, *likewise equipped with*

Don Johns and the records he made on Goodyear Blue Streaks

1 mile	00:41 2-5	11 miles	07:52
2 miles	01:23 4-5	12 miles	08:35 2-5
3 miles	02:02	13 miles	09:19
4 miles	02:49 2-5	14 miles	10:02 2-5
5 miles	03:32 3-5	15 miles	10:46 1-5
6 miles	04:16	16 miles	11:30
7 miles	04:59 1-5	17 miles	12:13 2-5
8 miles	05:42 1-5	18 miles	12:57
9 miles	06:25 2-5	19 miles	13:40 1-5
10 miles	07:08 4-5	20 miles	14:23 3-5

GOODYEAR

Blue Streak Racing Tires

Now Hold All Professional and All Amateur Records

To stand up under the strain of such an endurance run as made by De Rosier, a tire *must* possess the extreme limit of *strength*, and to make possible such a continuous burst of speed as exhibited by *Don Johns*, it *must* possess the extreme limit of *resiliency*.

Racing tires like Blue Streaks, that are *known from actual performance* to have such qualifications, are plainly the most desirable tire for you to use. And *every* Blue Streak Tire is tested and must measure up to the highest standard of efficiency before it can leave the factory.

Two kinds of treads for Blue Streaks—one for dirt, another for board or cement. Both types are made by our own exclusive method of laying *threads parallel*. Goodyear *strength* and *resiliency* is the result

Goodyear Blue Streaks, as well as all Goodyear Motorcycle Tires, are built by the world's greatest tire experts. Nor do they charge a penny extra for the priceless value of their years of successful automobile tire-building experience.

Not only do they use the finest grade properly compounded rubber and the best grade automobile tire fabric in the construction of Goodyear tires, but they build them by an exclusive process of our own. This process absolutely prevents formation of air cavities in the rubber —eliminates "blisters" and "weak spots"—and forever does away with *blow-outs*.

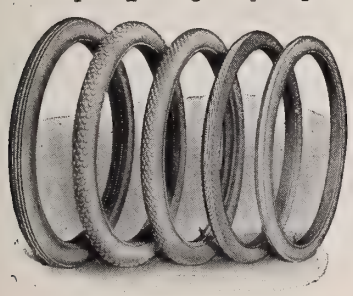
Goodyear tires give better cushioning effect because they are larger than any other tires made for same size wheel; also tread is thicker, which helps account for their acknowledged *Wear-Supremacy*.

And Goodyear tires *stay on*. They are molded to exact duplicate of *your own* rim—beads fit rim clinch perfectly, bind tire to the rim in a grip that *never gives* nor *lets go*. Ride one of these five great motorcycle tires.



Jake De Rosier

1 2 3 4 5



Five Great Motorcycle Tires

1. **Goodyear Corrugated Tread Tires**—For the average give and take road.

2. **Goodyear Studded Tread Tires**—For mud, sand, snow and ice travel. Great for endurance runs **mud can't gather on tread.**

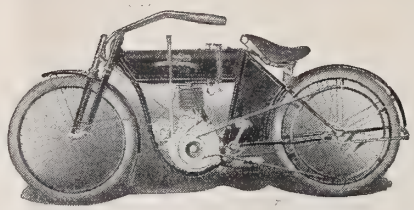
3. **Goodyear Non-Skid Tires**—For city use when pavements are often slippery and dangerous.

4-5. **Goodyear Blue Streak Racing Tires**—*The tires that hold all records.*

If you want **greatest proven tire value,** write today for our illustrated booklet on motorcycle tires.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

We Make All Sorts of Rubber Tires (327) *Branches and Agencies in 103 Principal Cities*



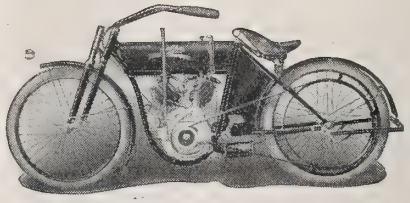
The Emblem itself is right for the rider, and the Emblem policy is right for the dealer. Are you right for the Emblem? Why not write?

EMBLEM MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

EMBLEM



Pennsylvania BICYCLE TIRES

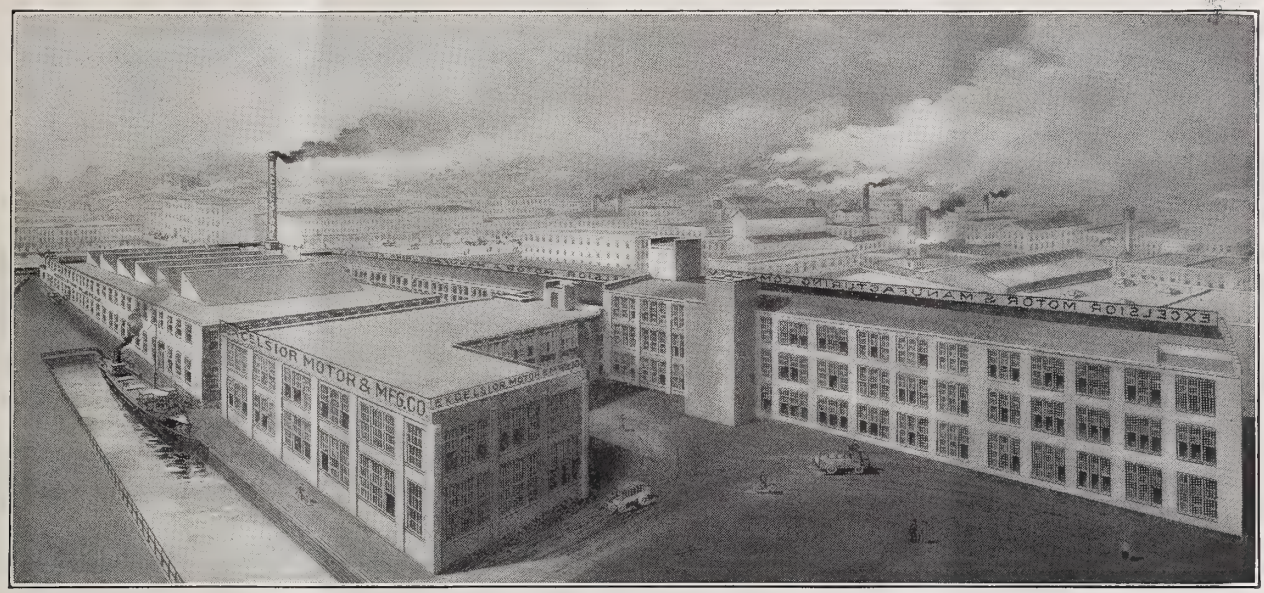
For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

The Factory Behind the Product

A strong plant is never grown in barren soil and the quality of any product is dependent upon the facilities for its manufacture.



The factory producing the

EXCELSIOR AUTO-CYCLE

is beyond question the most thoroughly equipped and complete motorcycle factory in the world.

With the buildings just finished, the total floor space is slightly over 190,000 square feet and the machinery and equipment is the best obtainable.

A comparison of these facilities with those of factories with a limited product or building only a part of the machine will clearly indicate one of the reasons for

EXCELSIOR SUPERIORITY

Three models for 1911—two Singles and a Twin. All described in Catalog C-11. Write for it today.

EXCELSIOR SUPPLY COMPANY

400 W. Randolph Street CHICAGO, ILLINOIS

San Francisco Branch—361-363 Golden Gate Ave.
Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.



The BROOKS Compound-Spring Seat B250.

When buying Motor Bicycles consider the influence the saddle has upon the sale—bear in mind the undoubted superiority of the

BROOKS

in this direction and specify, in every case, the saddle that bears that name. Remember, this is **the original and only genuine compound-spring Saddle**—the only saddle that can embody the BROOKS Compound springs, as we make them—the springs which entirely absorb vibration within themselves, and, by their compensating action, totally eradicate all tendency to bounce—

The springs which ensure to every rider of a BROOKS, perfect comfort and true luxury awheel.

Note, that although the saddle can never sell the bicycle, the BROOKS will make each sale easier than any other make.

Sole Agents for Cycle Saddles—BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E. C.

J. B. BROOKS & CO., Ltd.
73 Criterion Works Birmingham, Eng.



The BROOKS Compound Spring Saddle B104.

Motorcyclists and bicyclists should consider the importance of having their tires inflated to the right pressure.

IT IS TIRE ECONOMY AND IT SAVES MONEY

To know what pressure you have in your tires, use a

SCHRADER
Universal Tire Pressure Gauge

(Trade Mark Registered in U. S. Patent Office)



(Patented March, 1898—Other Patents Pending)

It will tell the exact pressure in your tires at any time, day or night, by simply holding this Gauge to your Valve for a second. Its recording sleeve remains in place, showing the exact pressure in the tire so that the Gauge can be taken anywhere and read, at night to the front of machine into the light of the lamps. After the pressure has been ascertained the Indicating Sleeve can be pushed back into the Gauge with your finger. No catches or snaps to operate or get out of order. This Gauge is 2½ inches long over all, short enough to apply easily to the smallest diameter of wheel and can easily be carried in the vest pocket or the change pocket of your trousers.

PRICE $1.00 EACH
READY FOR DELIVERY NOW

Guaranteed Simple
AND
Absolutely Accurate

INDISPENSABLE IN TIRE REPAIR SHOPS

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.
28-32 Rose Street New York City

Manufacturers of the famous Schrader Universal Valves for Automobile, Motorcycle and Bicycle Tires.

REMEMBER!

Only in a Persons can you get a saddle of genuine quality.

MR. DEALER!

Are you accepting a cheap substitute for this saddle?



PERSONS OLD COMFORT

FOR BICYCLES

Size of Top 11" x 7¾". List Price $2.75

SUCH A SADDLE! AT SUCH A PRICE!

And you know Saddles BEARING OUR NAME contain EVERY ELEMENT OF QUALITY

Below are a Few Points of Superiority in the OLD COMFORT

TOP made of solid oak bark tanned leather that will not stretch. Our tops made from finest quality hides tanned on our own premises. Only selected hides and the best parts are used.

Riveted at pommel with solid copper rivets and at REAR OF CANTLE (the only proper way)—never on top of cantle. Note carefully we are the only saddle manufacturers employing these methods of riveting tops.

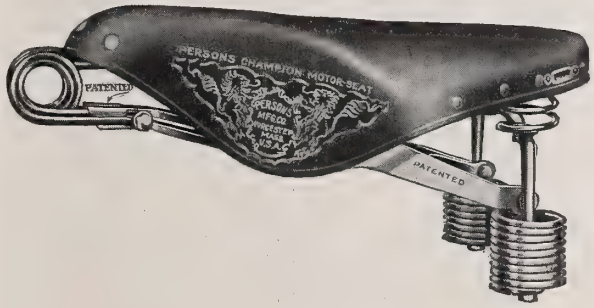
The springs and trusses are substantially made from finest quality steel wire and all metal parts are nicely nickel plated.

Note especially the double cup washer with two bolts which fasten the front spring to the truss. Besides being a most substantial method of fastening it holds the parts permanently secure and prevents side sway. It is also a neat construction.

All these neat refinements, truly mechanical features, in fact, "the finishing touches," are to be found only in saddles of our make where Quality is the keynote in their construction.

Motor Agents!

This superior quality Saddle as equipment makes any machine a BETTER SELLING PROPOSITION. It can be had for the asking at no extra cost to you.



OUR 1911 CHAMPION FOR MOTORCYCLES

Motorcyclists!

DEMAND A PERSONS and you won't be ashamed of your saddle after a few weeks' riding. OURS IS THE ONLY SADDLE THAT WILL STAND UP AND HOLD ITS SHAPE.

Write Us for Catalogue

THE PERSONS MANUFACTURING COMPANY

WORCESTER, MASS.

THE OLDEST SADDLE MANUFACTURERS IN THE U. S. A. ESTABLISHED 1892.

FISK

CLINCHER BICYCLE TIRE



Sectional View

A worthy addition to the most complete line of Bicycle Tires on the market.

INDIVIDUALLY, each type of Fisk Bicycle Tire that has been placed on the market has always met with instant approval and established a higher standard in its field.

COLLECTIVELY, the Fisk line offers wheelmen a wider choice of types to meet particular demands and at the best prices, quality considered.

THE new Fisk Clincher has a very effective corrugated tread and with each casing is supplied our Para Gum Bicycle Tube.

IT has been selected by the leading makers of high grade wheels, and flattering letters from wheelmen are evidence of popular approval.

WRITE for illustrated literature.

DEALERS

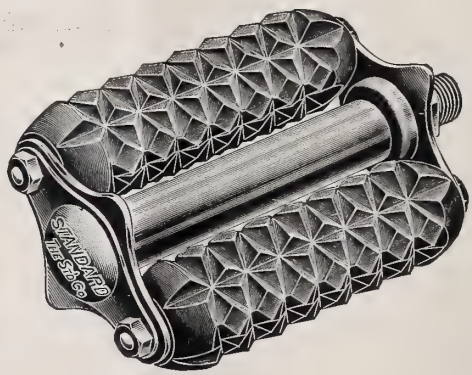
should prepare for brisk trade in Fisk Tires this season.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Twenty-nine Direct Factory Branches

From the feet up, there is resilient comfort in the



No. 3 Standard Motorcycle Pedal

Plenty of rubber, of the kind that lasts a long, long time without wearing out or getting hard. Deep corrugations so that the foot clings to the pedal. The No. 3 Standard Motorcycle Pedals sell for $3 per pair.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

Send for descriptive circulars

The Standard Co.

TORRINGTON, CONNECTICUT

Tire Insurance

No fear of punctures or blow-outs if you are carrying an outfit of



Fits Any Tool Box

Five minutes to repair any puncture without the use of patches or vulcanizers or the use of tools.

Less Than Five Cents Per Puncture

One can of TITE-WAD will make 30 repairs.

PRICE ONE DOLLAR

Our Plan for Dealers

will interest every live one. Write for it today if you want your patron to be able to buy from you the absolutely best tire repair outfit in the market. Our proposition will interest you. TITE-WAD is a winner and it is big enough for everybody. The goods are right, price right, profit right, and the demand exists. Help supply it. Drop us a line today for sample and prices. Every TITE-WAD outfit sold on absolute guarantee of satisfaction or money refunded.

Page-Lester Company

134 Van Buren Street

CHICAGO, ILL.

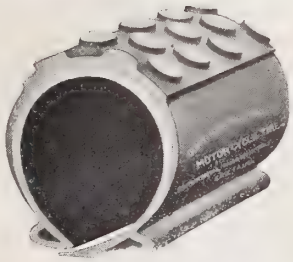


A TIRE POLICY

Send this coupon and one dollar for a complete outfit of TITE-WAD.

Name .....

Address .....



Anti-Slip Tread

Continental-Erie Motorcycle Tires



Safety Tread

Are the Safest Equipment for Your Motorcycle

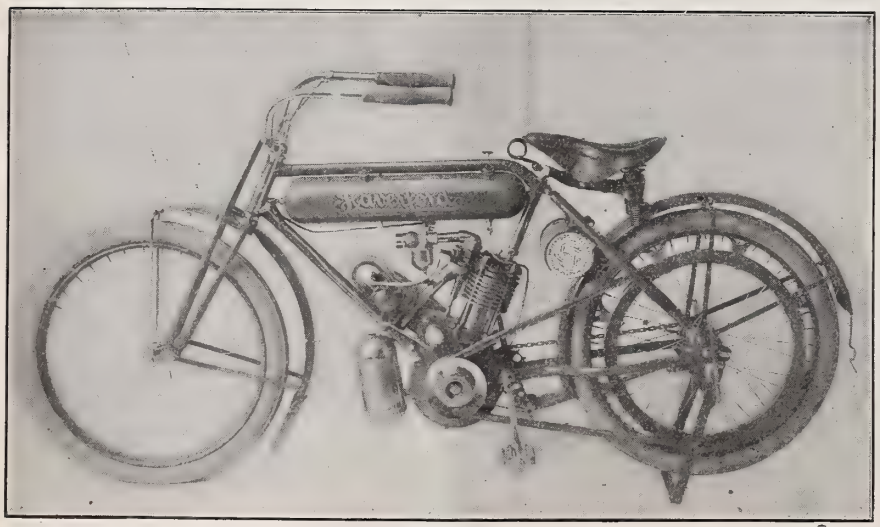
Built like an automobile tire with three plies of Sea Island Fabric and a heavy tread they will satisfactorily meet every requirement of a motorcycle tire.

Ask Your Jobber — He Knows

CONTINENTAL RUBBER WORKS, Erie, Pa.

New York Branch—35 Murray Street

The Haverford



Haverford Cycle Company

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.
427 10th ST., N. W., WASHINGTON, D. C. 763 MAIN ST., BUFFALO, N. Y.
945 BROAD ST., NEWARK, N. J. 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

Sets a New Standard of Motorcycle Value

¶ You don't have to take our word for it either. Here is tangible proof:

$185

Includes:
Bosch Magneto
Schebler Carbureter
4 Horsepower Engine

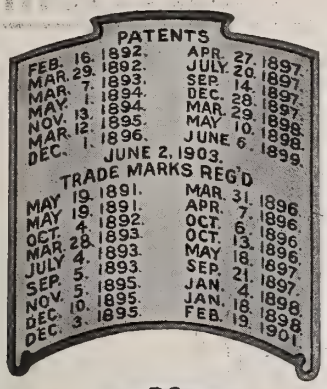
$150
with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

¶ Do you want to be a live agent or the satisfied owner?

¶ Catalogue or agents selling proposition on request.

1911 Models Now Ready

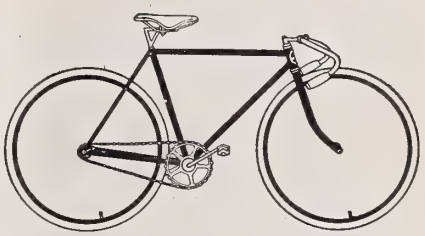


POPE BICYCLES

The Pope Trademark Is a Seal of Quality

IT saves all argument on the dealers part when he can point to the POPE TRADEMARK, as POPE QUALITY is known the world over. For thirty years POPE BICYCLES have been the standard bicycles of this country. They are more widely known, more easily sold and give better satisfaction to customer and dealer han any others. It pays to sell POPE BICYCLES.





THE POPE MANUFACTURING CO.

Hartford, Connecticut



How to Satisfy Your Customers and Make Money



The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

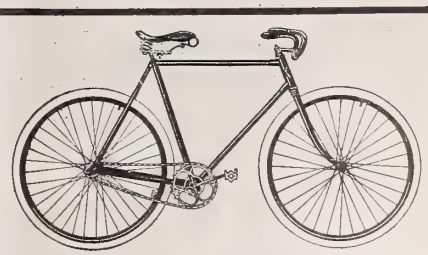


The Consolidated Mfg. Co.

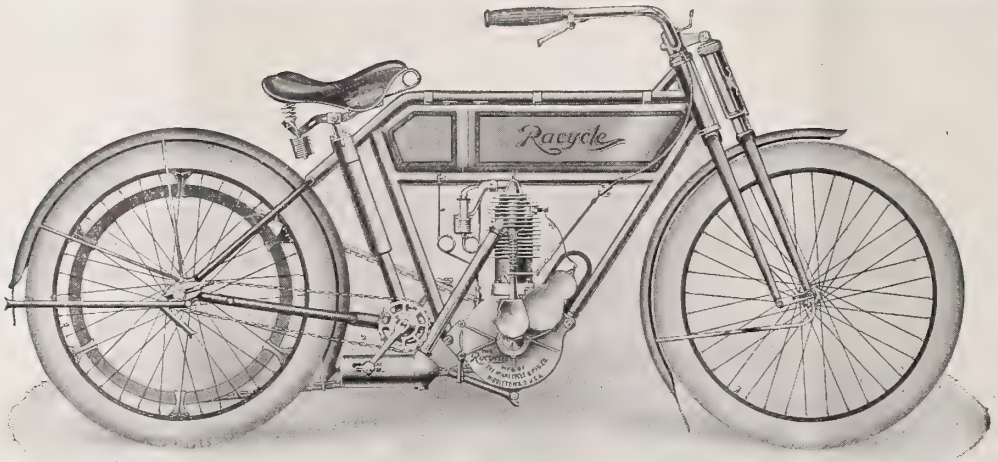
1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH, Eastern Representative,
219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass.,
New England Distributors.

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



Quality Means Economy—"Racycle" Means Both



It's Not What We Say
It's What the Machine Does that Proves

Free Engine Clutch or Idler

THE *Racycle*

Spring Seat Post and Forks

A Great, Big Winner

Read what C. A. Fenn, of Bloomington, Ill., says:

"What I think of the Racycle Motorcycle can all be summed up in very few words. You are one or two years ahead of the rest of them and you have them beat to a stand still. The Racycle Clutch, Spring Saddle Post, and Control simply make the average prospective customer forget that there is anything else made that is called a Motorcycle."

If you know anyone who rides a RACYCLE we refer you to him.

THE MIAMI CYCLE & MFG. COMPANY

Middletown, Ohio

DISTRIBUTORS:

F. M. JONES, Los Angeles, Cal.
EDWARDS-CRIST MFG. CO., Chicago, Ill.
PACIFIC COAST RUBBER CO., Portland, Ore.; Tacoma, Wash.
GUS HABICH, Indianapolis, Ind.
GEO. H. GREISS, Philadelphia, Pa.
E. A. WILLIAMS, Minneapolis, Minn.



THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, May 6, 1911. No. 7

MORE ATLANTIC CITY MEET PLANS

Baseball Game with Teams Chosen from the Trade—Manufacturers vs. Accessory Men.

Recreation as well as business is being provided for in the arrangements for the midsummer trade meeting of the Cycle Parts and Accessories Association, the National Association of Cycle Jobbers, the Motorcycle Manufacturers' Association and the bicycle manufacturers, and for one feature of the sport that is scheduled, a baseball game is decided upon. W. J. Surre, sales manager of the Continental Rubber Works, Erie, Pa., who is doing a great part of the work in connection with arranging for the convention, is taking steps to line up the teams.

"We have decided to add a baseball game to our program for the Atlantic City convention," says Surre, "because we think it will do a whole lot to promote sociability and fun. I learn that quite a number of the motorcycle manufacturers are very enthusiastic ball players, and it is our intention to have the ball game on the last day of the convention, in the afternoon, one team to be picked from the motorcycle and bicycle manufacturers, and the other team from the jobbers and parts makers. This will give us quite a field to select from, and we ought to get a couple of pretty good teams."

American Cycle Incorporates.

The American Cycle Mfg. Co., of Chicago, Ill., which is placing again on the market the American truss-frame bicycle, has elected the following officers: A. I. Innes, president and treasurer; J. L. Richards, vice-president; W. E. Richardson, secretary, and W. W. Garrison, advertising manager. The company has incorporated with a capitalization of $10,000 for the present. Its offices are at 319 Michigan boulevard, and pending the erection of a factory, it has arranged to have its bicycles made by the Great Western Mfg. Co., of LaPorte, Ind.

Horsey Making Motorcycle Patch.

The Horsey Mfg. Co., of Cleveland, O., which for some time has been making "no-cement" tire patches for automobiles, is now producing a smaller size patch especially for motorcyclists. Motorcyclists found the regular patches too large, so the company is putting up small packages containing patches which are suited to motorcycle tires.

Fisk Opens Branch in Fresno.

A branch in Fresno, Cal., has been opened by the Fisk Rubber Co., of Chicopee Falls, Mass., in charge of R. D. Macphail. It is located at 1362-4 I street, and is established to bring direct factory service to users of Fisk products in that vicinity.

Simpson in Trade in Dallas.

H. A. Simpson, formerly of Fort Worth, Tex., but now of Dallas, has become actively interested in the American Motor Co., of Dallas, and from now on will be engaged in the selling of M. M. motorcycles. Simpson is F. A. M. commissioner for Texas.

Continental Moves New York Branch.

The Continental Rubber Works Co., of Erie, Pa., has changed the location of its branch in New York City. From 43 Murray street the branch has been moved a few doors to 35 Murray street.

DODGES STOLEN "BARGAINS" NOW

Concern Learns the Sad News Too Late—Engine Number Figures in Some Clever Detective Work.

Although the firm advertises to buy second hand motorcycles, if a person should call on the City Supply Co., 56 Warren street, New York City, about this time and offer to sell a machine he would have a pretty hard time disposing of it unless he could show cast iron proof of his ownership of it. This caution in purchases is the result of a lesson the City Supply Co. has learned in regard to buying second hand motorcycles from strangers.

The tale dates back to April 14, when Ray Salmon, of Summit, N. J., was the victim of his belt drive 1911 Indian being stolen from the stable where he kept it. The machine was taken after 10 o'clock at night. When Salmon discovered the theft next day he immediately got busy and sent out an alarm and also had circulars printed describing the machine and offering $25 for its return. The next development occurred last week when a young man rode up to the branch of F. A. Baker & Co., 2142 Broadway, and offered to sell a 1911 Indian belt drive machine for $150.

Ferdinand Mercier, who was in the store at the time, called up his company's downtown store and told them the circumstances. He suspected that it was the stolen motorcycle and received instructions to get the motor number and if it was the same as that on Salmon's machine to hold the rider and get the machine in the store. When Mercier tried to get the motor number the fellow became suspicious and jumped on and rode away before anyone

could stop him, and in a few moments had disappeared among the traffic.

A few days later a young man walked into Baker's down-town store on Warren street, and posed as a prospective buyer. He asked numerous questions about the care and operation of Indian machines, from Arthur Rochow of the Baker staff. Finally he confided to Rochow that he had a chance to buy a 1911 Indian belt drive at a bargain. Rochow immediately had visions of Salmon's machine and advised the visitor to get the engine number and see if it was the stolen machine before he bought.

The visitor went away and Rochow felt sure that he already had bought the machine, which proved to be the case. After leaving Baker's, the visitor went down the street to the City Supply Co., and told them that the machine he had bought from them was stolen property and that he wanted his money back. This was on Saturday morning. He returned the machine and got his money.

It appears that on last Wednesday a blond young fellow, with college manners, brought a 1911 Indian belt drive machine to the City Supply Co., and said that he needed the money and would sacrifice it for $150. He gave his name as Geo. B. Haward, of Greenwich, Conn. He disarmed whatever suspicions the firm might have had, by offering to leave the machine to be sold on commission. He agreed to leave it until Saturday, when he said that he would take it elsewhere if it were not sold.

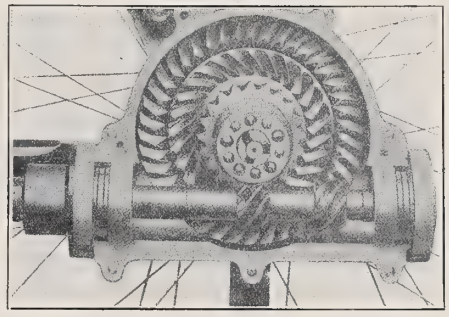
Next day a purchaser came along in the person of Rochow's visitor. On Friday Haward passed the store in the afternoon, and he was called in, and after going before a lawyer and making an affidavit that he owned the machine he was paid $150 for it.

It was on Saturday morning that the City Supply Co. was informed that the machine was a stolen one. Why, oh why had the proprietor not waited until Saturday before paying? Being averse to suffering the loss of the money, the firm was unwilling to give up the machine until Salmon had the sheriff put up a bond of $500 that he would be responsible for its safety. This was done and the machine now is stored across the street with the Hayes Rubber Co., and on the 11th the courts will decide whether Salmon will get his machine back without having to reimburse the City Supply Co. for its loss. The company has retained an attorney and indicates that it will fight against giving up the machine unless it receives the money that it paid out for it in good faith. Although feeling sure that Haward had given a fake name and address, the City Supply Co. sent a telegram to him at Greenwich and it was returned, verifying its suspicions. It has a good description of him, however, and feels sure that it will get him eventually.

NOVEL WORM GEAR TRANSMISSION

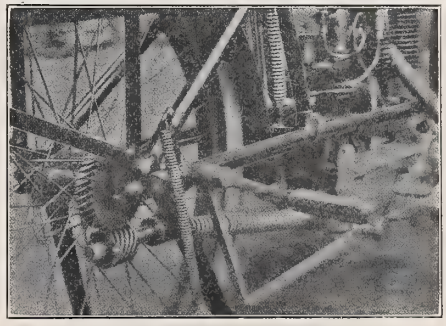
Buch System Gives Three Speeds, with Direct Drive on Each—Flexible Shaft for the Corah.

Worm drive transmission is achieving considerable momentum in England, as is evidenced by the fact that several machines embodying this type of drive already have appeared, and one or two experimental systems for motorcycles, that lack incorporation in machines as yet, are being exploited. Among the most novel of the latter is a three-speed worm gear developed by Max Buch, 23 Meriden street, Coventry,



BUCH THREE-SPEED WORM DRIVE

in which all the gears are in mesh all the time and there is direct drive on all speeds. The drive shaft from the engine is coupled to the horizontal shaft of the gear, the latter shaft running longitudinally under the hub on the left side of the rear wheel of the motorcycle, as shown in the illustration. On this horizontal shaft the worm pinion directly under the hub axis line engages both the projecting center gear of the hub and the second or inner of the



CORAH WORM GEAR AND SHAFT

disk gears, while the pinion at the rear of the horizontal shaft engages the outer or larger of the two disk gears. From the center to the outer, the three gears in the hub are sleeved, one over the other, and by a three-position clutch in the hub the rear wheel of the motorcycle may be locked to rotate with any one of the three while the other two revolve idle. No arrangements have yet been made to place the gear on the market.

With ut embodying any variable speed features, the Corah motorcycle, made at King's Norton and illustrated and described in Motor Cycling, of London, reveals worm drive at the rear hub, with a flexible spring shaft from the engine. The illustration shows the mechanism with its outer protecting case removed.

Making Whistles that are a "Scream."

Motorcycle scream whistles are being manufactured at the American Motor Co.'s branch in Chicago, Ill., 2724 Michigan avenue. The whistle is the invention of Guy M. Greene, the branch manager, and is claimed to be one of the lightest on the market, weighing only 14 ounces. It may be operated from the handle bars, is suitable for either singles or twins, and is designed to sound both at very low speed and at the maximum of the machine.

Cycle Exports Gaining in Jumps.

Quite as marvelous as the growth of the home demand, the export demand for American bicycles is continuing to grow by leaps and bounds. The shipments of bicycles and parts to foreign countries during March, 1911, amounted to $78,370, as against $52,318 in March of 1910. For the nine months ending with March, 1911, the total is $607,452, as against $428,532 for the same period a year ago, showing a gain of $178,920 in the nine months.

Texas Dealer Wants Special Lines.

Charles Bailey has opened a bicycle shop in Marfa, Tex. He is seeking connections with wholesale houses with a view to getting the agency for special lines of bicycles and accessories.

Burges Gets Repair Shop Certificate.

Austin W. Burges, the pioneer motorcycle dealer and club booster of Houston, Tex., has received an F. A. M. repair shop certificate of the first class. Burges handles the Indian and Excelsior.

Detroit Motorcycle Takes Out Papers.

The Detroit Motorcycle Co., of Detroit, Mich., has filed articles of association, the capitalization being $10,000. The principal stockholders are James J. Brady, William J. Nagel and Judge William F. Donnolly.

Hall Cycle Incorporates in Waco.

The Hall Cycle & Plating Co. has incorporated in Waco, Tex., with a capitalization of $3,000. The incorporators are B. C. Manton, Lawrence Hall and T. G. Hall.

Will Handle Thor in Elgin.

The Elgin Tool Works, Elgin, Ill., is the latest concern in that section to take up the sale of motorcycles. It has secured the Thor agency.

Another Grand Rapids Dealer.

James Hoogerhyde has opened a bicycle shop in Grand Rapids, Mich. It is located at 111 West Bridge street.

GIVES TOURISTS FREE GARAGING

Gliesman Makes Liberal Offer to F. A. M. Visitors in New York—Big Garage is Now Complete.

Free garaging over night for F. A. M. motorcycle tourists going through New York City is the cordial offer that is being made by the Tiger Cycle & Aeroplane Co., of New York, which has its store at 782 Eighth avenue and its big motorcycle garage at 318-320 West 48th street, just around the corner. No charge will be made for the night's safe housing of the machine, the only requirement being that the rider show his F. A. M. membership card to prove that he is an F. A. M. member in good standing. Gasoline can be obtained at 20 cents a gallon and three grades of oil at 50 cents, 75 cents and $1 per gallon, respectively. The garage is open night and day, and when the store on Eighth avenue is closed, the garage is easily located by an illuminated Thor agency sign.

All the necessary alterations and other arrangements pertaining to the big motorcycle garage are now complete, so that it can take care of 350 motorcycles and 25 tri-cars without crowding. The place is the fruition of an ambition on the part of H. A. Gliesman, its proprietor, to have one of the biggest and most modern motorcycle garages in the country. Gliesman is a motorcycle veteran, his F. A. M. membership being No. 157. He holds certificate No. 2 for an F. A. M. repair shop of the first class. The new garage is in the central section of the city and is of dimensions that can accommodate a large number of machines without packing them like sardines. There is plenty of extra room, where motorcyclists may clean, adjust and tinker with their mounts to their heart's content. The place is 95 per cent. fireproof in construction throughout, and there is no tugging or hauling of machines up and down stairs, as the elevator service is of the best and is available at all hours of the day or night. The motorcycle repair shop that is maintained in connection with the garage is adequately equipped with modern machinery and is under the direction of an expert motorcycle mechanic.

Manufacturers Invited to Sessions.

The Sixteenth Annual Convention of the National Association of Manufacturers will be held at the Waldorf-Astoria Hotel, New York City, on May 15, 16 and 17. Results of the investigations made in Europe by the Association's special commissioners covering the subjects of accident prevention and industrial relief will be presented in the form of a voluminous report to the convention. Other questions of economic importance, such as immigration, industrial education, a reform of the patent laws and the creation of an independent tariff commission will also be considered. The sessions will be open to the general public and the Association extends a cordial invitation to all manufacturers to attend, whether members of the Association or not.

Hendee Occupies Its Coast Wigwam.

With the completion of the finishing touches by the decorators, the recently created factory branch of the Hendee Mfg. Co., in San Francisco, Cal., has taken possession of its new home at 234 Van Ness avenue. C. C. Hopkins, who is the only local Indian representative that city has known, is manager of the establishment, which will give the coast agents and patrons all the advantages of factory service at short range. One of the most up-to-date features of the branch is a reading room, where all the motorcycle publications are on file.

Package Delivery by Motorcycle.

Charles Manuel, of Springfield, Mo., has just installed a motorcycle package delivery in that city. He has a fleet of five motorcycle vans and his headquarters are in the old rink on Pickwick street. This enterprise is an innovation in Springfield, but is expected to prove very successful. The entire city will be routed and packages weighing not to exceed 150 pounds will be accepted for delivery.

"Blue Streaks" Fared Well in April.

April was a good month for motorcycle victories on Goodyear "blue streak" tires, according to S. A. Falor, manager of the motorcycle department of the Goodyear Tire & Rubber Co., Akron, O. Donald A. Johns broke all amateur records from one to 20 miles on an Indian equipped with "blue streaks"; the same tire equipment won first and second in the one mile track race and first in the five mile race of the Harlem Motorcycle Club, of New York, at Brighton Beach; and J. W. Brewer, on Goodyear tires, captured second in the 17 mile road race on the Motor Parkway, Long Island.

Keeps Tabe on Bosch Spark Census.

A modest little matter of 132,531 sparks in a little over an hour, is the way A. H. Bartsch, of the Bosch Magneto Co., New York City, figures the performance of the Bosch magneto on Jake DeRosier's motorcycle when DeRosier not long ago smashed a bunch of world's professional motorcycle records by going 92 miles in 66 minutes and some odd seconds. He calculates it all by simple arithmetic based on the number of revolutions of the twin cylinder engine in turning the rear wheel of the machine enough times to make the distance. Still further to impress his point as to the reliability of the Bosch magneto, Bartsch is willing to give inquirers the number of sparks which has been given by a Bosch used on the motorcycle of the Reverend E. W. Haswell, a motorcycling clergyman. The clergyman has used the one magneto for 70,000 miles at 5 sparks per revolution of his 26-inch back wheel. Bartsch supplies the answer on a reel of ticker tape.

Henry is Buffalo's New Sheriff.

John W. Henry, president and treasurer of the Vim Cycle & Hardware Co., of Buffalo, N. Y., has been appointed sheriff of Buffalo and Erie County. He was appointed by Governor Dix, to fill the unexpired term of Henry F. Jergo, who resigned to become deputy excise commissioner. Henry assumed his office on the 6th inst.

WHERE DIAMOND MOTORCYCLE TIRES ARE MADE.



Motorcycle tires can claim their share in building up the immense plant of the Diamond Rubber Co., of Akron, O., as the company has been making Diamond tires for motorcycles for some time. The company was organized in 1898, and 12 years ago 200 men were employed, the factory area was 2½ acres and the total horsepower of the plant was 400. At the present time the plant, shown in illustration, has over 5,000 employes, has an area of 35 acres, and its machinery is kept in operation by over 4,000 horsepower generated in a mammoth central power plant.

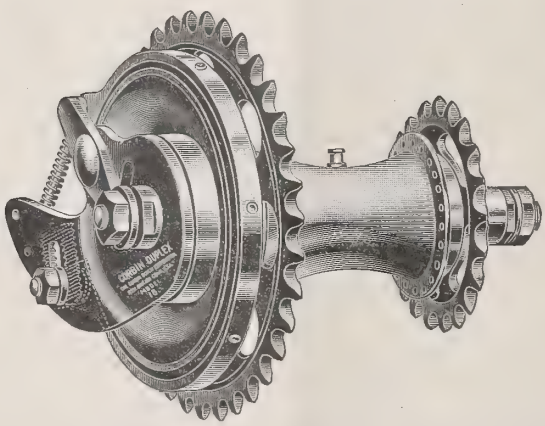
The demand for Corbin brakes is this season more than double what it ever was before. Corbin quality and satisfaction cause that demand.

THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.

CORBIN

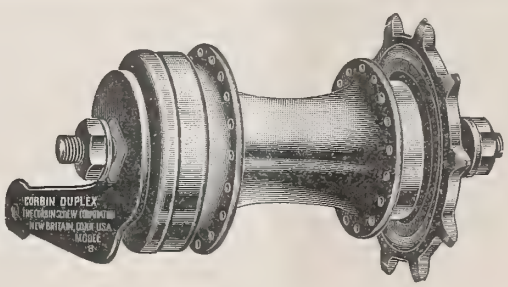
Corbin V-Band Motorcycle Brake

Built on a scale commensurate with the duties of a high speed motorcycle brake.



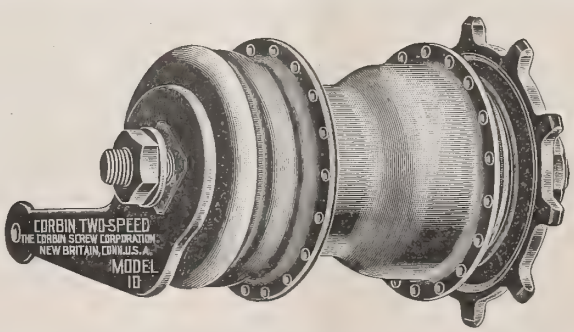
Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two-Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.



Corbin Screw Corporation

NEW BRITAIN, - - - - CONNECTICUT

Licensed Coaster Brake Manufacturers

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NEW YORK, MAY 6, 1911.

For Gregariousness or Solitude.

In practically every motorcycle club there are to be found two classes of riders, viz., those who like company and go with the crowd, and those who like solitude and go off by themselves, away from the beaten paths. Some riders confess frankly that they are unable to extract any pleasure or enjoyment from a motorcycle ride unless they have company along to relieve the monotony, while others prefer to commune only with themselves and nature and are able to derive entertainment or diversion only by getting away from their fellows and civilization and losing themselves on solitary rambles through the seldom traveled sections.

For either class of rider, the motorcycle lends itself more readily than any other vehicle. If the rider wants company he can affix a tandem attachment or a side car and take some friend along, or if he prefers to ride solo he can find plenty of other riders who will be glad to make up a party. On the other hand, the rider who prefers to ramble by himself can do so without inconvenience to anyone and at the same time is not lugging along idle seats as would be the case with a motor car where the driver preferred rather to be alone.

In meeting these various whims of different classes of riders the motorcycle is peculiarly adapted to the purpose to which it is put in helping to make life worth living for those who seek in it a source of enjoyment. It offers an opportunity either to drop everything and run away from the cares and worry of work without having to take another along, or to make up a jolly party out for a good time, just as the rider's fancy dictates. Its "multiple unit" feature is one of its chief attractions and tends to make it appeal to men of many moods.

Making Haste with Decency.

Of the many admonitions of various sorts that are offered to motorcyclists, and particularly to beginners, there is at least one that should be given more than passing notice, and that is the observance of road rules and the danger of shooting through street or road intersections at high speed. The average motorcycle beginner when he is possessed of a machine becomes intoxicated with the great speed at his command and thinks only of covering distance in the shortest possible time.

In this frenzy to "get there" he is apt to forget all sense of danger and takes chances that a conservative person would regard as suicidal. In these days of traffic-clogged city streets, "making time" is attended with big risks unless caution is observed. Veteran riders know that maintaining a moderate pace in crowded sections where there are many cross streets will enable them to cover more ground in a shorter time than high speed followed by frequent emergency stops or slowdowns.

When a motorcyclist is in a hurry in a city he will find that the best way to cover ground quickly is to beat it on the straight stretches between street crossings, where he has only the road in front to worry about and is not exposed to the danger of teams or motor cars shooting out from the side without warning. This is the great danger of passing cross streets at high speed, and has been the cause of many accidents, for it is almost impossible to see a vehicle coming through a cross street in time to stop when traveling fast, because of the buildings. The same warning applies to shooting through country road intersections at a pace which means "taking a chance" as to whether the way is clear on all sides.

Aside from the wisdom of using caution for his own sake and protection, the motorcyclist should have regard for that road courtesy which shows consideration for the rights of others and stamps the rider as a gentleman. Not a little of the criticism which has been directed against motorcyclists is due to their indifference to the rights of other road users, and it should be the aim of riders so to conduct themselves when on the roads that they will command the respect and good will of those whom they meet. At the present time when the public is giving more attention to motorcyclists and the sport, the manner in which the riders conduct themselves will do much to shape public opinion for or against them.

Detachable Rims for Motorcycles.

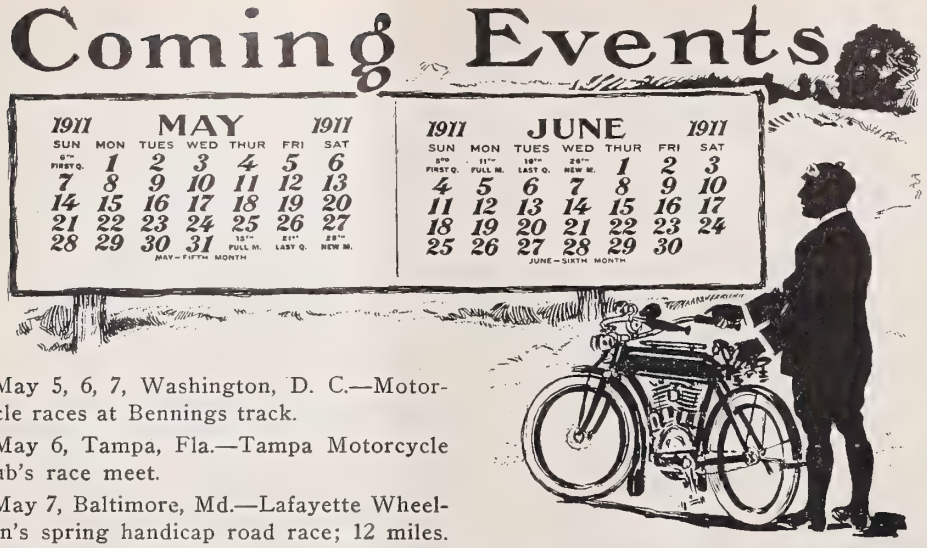
Observing the use of quick detachable tires and rims on motor cars, some motorcyclists have been led to inquire why this form of tire equipment could not be adapted to motorcycles, and it may be news to many of them that the experiment was tried on a considerable scale several years ago, when one of the big tire companies brought out motorcycle tires with detachable rims. Their use was by no means an unqualified success, however, and they soon disappeared. One rider who tried them relates the results of his experience as follows:

"I was guilty of using detachable rims one season, but I certainly do not want to use them again, as I do not think they are as handy or neat, nor do they have the strength of the single or double clincher rims. I had to get off repeatedly and get a couple of rocks to straighten out the dents that were caused by stones. Of course, I understand that this could have been remedied by heavier rims.

"Nine-tenths of the punctures can be repaired on a single or double clinch tire simply by removing a foot or so on one side, effecting the repair and being on the way again in ten minutes. It takes at least ten minutes with a detachable rim. Taking it all in all, I am not very enthusiastic over quick detachable rims."

"The motorcycle dealer or rider not getting 'next' through these weekly issues of the Motorcycle Review is way behind, sure." —A. T. M. Sheeder, Minersville, Pa.

Coming Events



May 5, 6, 7, Washington, D. C.—Motorcycle races at Bennings track.

May 6, Tampa, Fla.—Tampa Motorcycle Club's race meet.

May 7, Baltimore, Md.—Lafayette Wheelmen's spring handicap road race; 12 miles.

May 7, New York City—Harlem Motorcycle Club's club championship races at Brighton Beach track.

May 7, New York City—Empire City Wheelmen 15 mile handicap bicycle road race, open, starting from Floral Park, L. I.

May 7, Chicago, Ill.—Second annual reliability run of the Chicago Motorcycle Club to Waukegan, Libertyville, Elgin, Aurora and return.

May 7, New York City—New York Motorcycle Club's annual double spring century run to Southampton, L. I., and return.

May 14, Guttenberg, N. J.—Opening motorcycle race meet on Guttenberg track.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 21, Baltimore, Md.—Crescent Bicycle Club's spring 50 mile pleasure run.

May 21, Brooklyn, N. Y.—Invincible Motorcycle Club's 150 miles spring run on Long Island, north shore.

May 21, Baltimore, Md.—Century Bicycle Club's 50 mile run to Reisterstown.

May 21-22, Seattle, Wash.—Two day endurance contest of the Seattle Motorcycle Club to Vancouver, B. C., and return.

May 24, Toronto, Canada—Toronto Motorcycle Club's endurance run to London and return, 256 miles; open.

May 25, Zanesville, O.—Motorcycle races at fair grounds.

May 27, Akron, O.—Motorcycle races; open.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 28-29-30, Cleveland, O.—Three day endurance run of Cleveland Motorcycle Club.

May 28, 29, 30, Chicago, Ill.—North Shore Motorcycling Club's race meet at Hawthorne track.

May 28 and 30, Terre Haute, Ind.—Terre Haute Motorcycle Club's race meet; open.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Bridgeport, Conn.—Bridgeport Motorcycle Club's race meet.

May 30, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

May 30, Norwich, Conn.—Norwich Motorcycle Club's reliability run.

May 30, Detroit, Mich.—Racemeet of the Motorcycle Club of Detroit Wheelmen at State Fair track.

May 30, Springfield, Mass.—Motorcycle race meet of the Springfield Motorcycle Club, at the Springfield Stadium.

May 30, Elmira, N. Y.—Elmira Motorcycle Club's first summer race meet.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

May 30, Rome, N. Y.—Rome Motorcycle Club's 250 mile endurance run.

May 30, Wheeling, W. Va.—Ten mile bicycle road race; open.

May 30, Boise, Ida.—Boise Motorcycle Club's road races.

May 30, Salt Lake City, Utah—Eighteen mile bicycle road race.

May 30, Rockford, Ill.—Ideal Motorcycle Club's race meet at Driving Park.

May 30, Elgin, Ill.—Elgin Motorcycle Club's race meet at Wing Park.

May 30, Rockford, Ill.—Ideal Motorcycle Club's race meet at the driving park.

June 4, New York City—Concourse Motorcycle Club's fourth annual run to Savin Rock, Conn., and return; open.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles. Second section.

June 18, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

July 1, Waterloo, Ont.—Dominion cycle race championships.

July 3, Douglas, Isle of Man, Great Britain—Fifth senior international Tourist Trophy race; 187½ miles.

July 4, Jacksonville, Fla.—Jacksonville Motorcycle Club's race meet.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 10-15, Buffalo, N. Y.—Annual national convention and national championship race meet of the Federation of American Motorcyclists.

July 15, Rochester, N. Y.—Rochester Motorcycle Club's race meet at Crittenden Park.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

July 18-21, Alliance, O.—Motorcycle races at Rockhill track.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

SEVEN SPIN PERFECT AT 31 M. P. H.

Fast Reliability Run on Savannah Grand Prize Course—Spoils are Equitably Divided.

When a motorcycle reliability run scheduled for Memorial Day takes place a month ahead of the calendar designation of that anniversaiy and still occurs on Memorial Day—and that without juggling of dates—it may occasion wonder. Nevertheless, this is just what the Savannah (Ga.) Motorcycle Club brought about, the explanation being very simple, for Memorial Day in the South falls on April 26, more than a month earlier than in the northern states of the Union.



ON THE LAST LAP OF THE SAVANNAH 105 MILE RUN

From a field of 27 starters, seven completed the club's 105 mile jog over the Grand Prize course without penalty and earned perfect scores. The lucky seven were as follows: G. F. Balmer, Harley-Davidson; Desse Schrivalle, Indian; W. H. Williams, Thor; M. M. Martin, Indian; A. V. Martin, Indian; A. V. McGuire, Merkel; C. N. O'Neil, Merkel; W. M. Wheply, Thor. The course, which was 9½ miles to the lap, was covered 11 times, and with such excellent roads as the illustration shows, the wonder is that there were any failures. The contest was called an "endurance run," but more properly was a joy ride.

The schedule was exceptionally fast, 31 miles an hour, but considering the nature of the roads it could not be said to be hard to maintain. An innovation introduced to keep the riders moving was a "trailer car," which brought up the rear, and any rider that allowed the car to pass him was out of the run. Starting at 3 p. m., the contest finished at 6:15, after which the machines were submitted to a technical examination.

Troubles commenced in the very first lap, when O. A. Meyer, Pierce, retired with valve spring trouble. The next time around, J. Rossignal, N. S. U., said goodbye to the prizes, on account of a misbehaving magneto. W. B. Creager, Excelsior, withdrew in the third lap for want of oil, and the same cause retired J. Cafiero, Harley-Davidson, on the fourth circuit. The oil hoodoo also "got" L. R. Buckner, Harley-Davidson, on his fifth time around. On the last lap the hoodoo changed from oil to tires, and F. H. Balfour, Harley-Davidson, and F. I. Gibson, Merkel, were erased from the perfect score sheet.

While all these unfortunates were being eliminated, several of the others were drawing penalties. The most serious mishap of the contest occurred in the third lap, when W. S. Rustin, Indian, collided with H. A. Keck, Harley-Davidson, and broke three spokes in the latter's rear wheel. Both men were able to continue, but Rustin lost a package of points for his carelessness. In the seventh lap J. D. Ivey, Excelsior, was suddenly confronted with the choice of butting a horse and team or taking a ditch. He wisely chose the ditch and came off with nothing worse than a broken crank.

When the technical committee, which, by the way, is rather a luxury in motorcycle events, had completed its work, the prize distribution question came up and here again the Savannahans broke away from conventionalities. There was some $70 worth of merchandise, consisting of four articles, and it was decided to reward only those who earned perfect scores. This would have given each of the seven perfect riders prizes of about $10 cash value, but this was reduced slightly by deciding to give the driver of the "trailer car" $5 in trade for his services. The official scores:

Contestant and Machine.	Points.
G. F. Balmer, Harley-Davidson	1,000
Desse Schrivalle, Indian	1,000
M. M. Martin, Indian	1,000
W. H. Williams, Thor	1,000
W. M. Wheply, Thor	1,000
A. V. McGuire, Merkel	1,000
C. N. O'Neil, Merkel	1,000
H. A. Keck, Harley-Davidson	990
F. H. Balfour, Harley-Davidson	990
J. S. Balmer, Harley-Davidson	990
E. Stacy, Harley-Davidson	990
J. D. Ivey, Excelsior	990
P. G. Judkins, Excelsior	990
J. Mosher, Indian	990
R. Snedeker, Indian	990
E. B. Brogdon, Indian	990
F. I. Gibson, Merkel	985
W. T. Rustin, Indian	980
P. P. Yrater, Excelsior	940
W. F. Chapman, Thor	930
C. M. Creager, Excelsior	Out
W. B. Creager, Excelsior	Out
J. Rossignol, N. S. U	Out
O. A. Meyer, Pierce	Out
W. W. Delph, Racycle	Out
J. Cafiero, Harley-Davidson	Out
L. R. Buckner, Harley-Davidson	Out

F. A. M. Has Lamp Prizes to Offer.

Despite the recent literal "hot time in the old town" of Bangor, Me., Chairman Estabrook, who lives there, is keeping the F. A. M. membership publicity lamp filled with oil, the wick trimmed and the chimney clean. He announces that through the courtesy of the Hawthorne Mfg. Co., of Bridgeport, Conn., makers of "Old Sol" gas lamps and generators, the F. A. M. road to affiliation and membership will become a "great white way" for the next 30 days, and nights, too, and there will be no excuse for any club or any unattached rider losing the way in the Stygian darkness of ignorance of the benefits to be derived from getting on the reservation.

As an incentive to unaffiliated clubs to get busy and do so, the "Old Sol" people, through Chairman Estabrook, offer to give 12 of the No. 1 or No. 2 gas headlights, listing at $10 each, and a No. 5 generator, together with choice of brackets, to the first 12 clubs that affiliate, beginning on the 10th inst., each club to bring in not less than 15 new F. A. M. members. For clubs already affiliated three of the above outfits will be given to the three clubs, respectively, bringing in the largest number of new F. A. M. members for the 30 days beginning on the 10th inst.

Another stipulation of the contest is that any club that may win one of the prizes shall agree to put it up as a prize for a competitive contest, either in an open event or in a membership or club run attendance competition.

Uniforms for Fond du Lac Club.

Believing that uniforms enhance the appearance of the members when on their machines, the Fond du Lac (Wis.) Motorcycle Club appointed a committee at the last meeting to investigate the purchase of uniforms.

TRUE SPORT AT MACON'S MEET

Bona-Fide Amateur Motorcycle Racing Gives an Afternoon of Excitement—Schatzman the Star.

Boxes of candy and cigars, safety razors, cravats, pipes and several forms of jewelry, not to speak of gasoline and oil in large quantities, were the good old fashioned but strictly amateur prizes, that the motorcyclists of Macon (Ga.) raced for at the mile dirt track at Central City park on the 26th ult. It was a gathering of local boys out for a good afternoon's fun, and they showed themselves to be of the sort that are a credit to the sport. They wanted to win, and they rode to win, but those who lost took their defeat good naturedly, and there were no wrangles or brash talk. Neither were there any cash purses to cause misunderstanding, ill feeling and professionalizing.

Although he did not win everything, Carling Schatzman, who rode an Indian, took the chief honors of the meet and made several local track records. His total score were three firsts and two seconds. L. I. Brown, who used an Indian twin, also gathered in some merchandise, in exchange for two firsts and three seconds. What victories this pair did not get were taken by T. E. Brown on an Excelsior, who collected two firsts and several "places." There were a few Atlanta riders present, but they only got the leavings, Harry Glenn, a Merkel exponent, faring best of the visitors, with two second prizes, in the ten mile handicap for twins and the unlimited pursuit events.

Sand driven by a high wind prevented any very fast time being made, and Schatzman was clocked the fastest, doing several circuits in 1:03. His winning of the club championship cup for the third time, by his victory in the twin handicap, was one of the best races of the day. Another exciting event was the unlimited pursuit in which L. I. Brown, Indian, and Harry Glenn, Merkel, were the chief contenders. Brown won after a long pull. Summary:

One mile, free-for-all—Won by Carling Schatzman, Indian; second, L. I. Brown, Indian; third, T. E. Brown, Excelsior. Time, 1:10⅗.

Five mile club championship, singles—Won by T. E. Brown, Excelsior; second, Carling Schatzman, Indian; third, H. Wood, Thor. Time, 6:02⅖.

Five miles club championship, twins—Won by Carling Schatzman, Indian; second, L. I. Brown, Indian; third, A. Heath, Indian. Time, 5:44.

Ten mile handicap, open—Won by Carling Schatzman, Indian; second, L. I. Brown, Indian; third, T. E. Brown, Excelsior. Time, 10:30⅕.

Five mile handicap, singles—Won by T. E. Brown, Excelsior; second, Carling Schatzman, Indian; third, G. E. Williams, Thor. Time, 6:25⅗.

Ten mile handicap, twins—Won by L. I. Brown, Indian; second, Harry Glenn, Merkel; third, W. Herndon, Indian. Time, 10:37⅖.

Unlimited pursuit—Won by L. I. Brown, Indian; second, Harry Glenn, Merkel; third, T. E. Brown, Excelsior.

One mile slow race—Won by Robert Orr, Indian.

Bests Britain's Best Motorcycles.

Duplicating the commendable knack of gold medal winning which it acquired in the very first American endurance run, the Indian motorcycle has made a double big killing in England by capturing the Jarrott Cup, the major prize, and three gold medals in the London to Land's End and return trial promoted by the Motor Cycling Club. Strenuous motorcycle competitions are a hobby with the Britishers, and the trial in question was particularly severe. Three Indians were entered and all qualified for medals, making the highest comparative score and the highest possible score. No better illustration of the decisive victory of the Indian and the severity of the trial can be had than the showing of the best English machines. Nine Triumph machines entered and one won a gold medal; 6 Rex, two gold medals; 7 Bradbury, two gold medals; 4 Rudge-Whitworth, two gold medals.

Worcester Tailenders Eat Dust.

Twelve members of the Worcester (Mass.) Motorcycle Club turned out on Sunday, 30th ult., for the regular weekly run. The course was over the Worcester Clinton-Marlboro triangle, and was very dusty. While those with fast machines managed to stay up front and keep themselves fairly presentable, the tailenders were unrecognizable at the finish after trailing in dense clouds of dust all day.

NOTHING MARS "HERRING RUN"

Providence and Other Rhode Island Motorcyclists Have a Great Outing—Feast at Taunton.

With club pennants gaily fluttering from over half of the machines, 150 riders turned out on Sunday, 30th ult., for the annual "herring run" of the Providence (R. I.) Motorcycle Club to East Taunton, Mass. The start was made at 10 a. m. from Exchange place, and over 100 local riders were in the ranks when the signal to get under way was given. The remaining 50 were picked up along the route, which led through East Providence, Rehoboth and Taunton. Upon arriving at the rendezvous the herring were found in bountiful numbers. At Taunton the riders were the guests at lunch of B. A. Swenson, of Providence, and Beauvais Bros., of Taunton, who jointly provided good things to eat, drink and smoke. The weather was ideal, likewise the roads, and as there were no mishaps everybody voted the outing a big success. The long string of machines with pennants flying attracted considerable attention along the route. The next number on the club calendar is the annual picture run which will take place on the 14th inst. The picture will be taken in Roger Williams park, and a large number are expected to turn out.



"HERRING RUN" ARRIVAL AT TAUNTON "GREEN"

Two Aberdeen Club Fathers.

According to F. A. M. State Commissioner P. N. Bushnell, of Aberdeen, S. D., a large measure of credit for the motorcycle club recently organized there is due to A. G. Wiley and G. V. Rolph among others. In his note about the Aberdeen club recently, Chairman Estabrook indicated that C. A. Hunt was the leading spirit in its organization, and it is but fair to the other two to give them due credit.

NO DE ROSIER-CHAPPLE MATCH NOW

Riders Fail to Agree on Terms—DeRosier to Sail for England Soon—Posts a Forfeit.

Negotiations between Jake DeRosier and A. G. Chapple for a match race between them some time this month were broken off on Tuesday, when after fruitless efforts to agree on the purse and several other conditions, DeRosier decided not to meet anyone until he returns from England. This action is in line with his expressed desire to get to England as early as possible to prepare for the Tourist Trophy race, and as he was unwilling to enter into any matches here without time for preparation he did not care to delay his departure several weeks to accommodate Chapple. As an evidence of good faith, however, he has left $100 with the Bicycling World and Motorcycle Review as a forfeit, that upon his return from England he will meet Chapple or anyone else, on any track for any distance for any amount of side bet and 50 per cent. of the gate.

On last Saturday night, after dickering all week on purses, distances and tracks, DeRosier and Chapple practically agreed to meet in a 500 mile match on Guttenberg track, on May 21, for $500 a side and 50 per cent. of the gross. DeRosier, having $100 already posted, put up $400 more on the spot, and a check for $500 was written out on behalf of Chapple when Manager O'Callaghan, of the Guttenberg track, called a halt and refused to bind himself for any purse until he could consult with the Guttenberg Motordrome people who are going to conduct the meets there. On Monday morning he brought word that not only would the track lessees decline to give 50 per cent. for such a match but also they would not put on a 500 mile race or any other race that would interfere with the regular program. When DeRosier heard this, he called everything off and said that he would not ride anyone until he comes back from abroad. It has been his contention all along that when he started East he expected no challenges and had no desire to meet anyone before sailing for the other side.

Two Championships Allotted.

Two of the F. A. M. national championships for this year have been awarded and will be decided this month. The San Francisco (Cal.) Motorcycle Club will run the two mile championship at Elmhurst track on the 21st inst., and the North Shore Motorcycling Club, of Chicago, will stage the five mile championship on Hawthorne track on Memorial Day. Both championships will be held in connection with race meets, of course. This will leave three more championships, viz., the one and ten mile and the one hour, for the annual meet at Buffalo.

Board Tracks for Denver Racing.

For the second Sunday in succession rain knocked out the regular meet at the Tuileries track, Denver, Col., on the 30th ult. The meet was to have rung down the final curtain on the famous old dirt course, for a new board saucer is under way. It will be 20 feet wide and have 47 degree banking. The new saucer will be built on the site of the old track, but the opening date has not been determined yet. This will give Denver two board saucers, for another is being erected at Lakewood, so that when both are in commission there should be no lack of racing in the Colorado capital.

Chicagoans Rich in Accessory Prizes.

Two hundred dollars worth of accessories, including such luxuries as tires, speedometers, lamps, tandem attachments, free engine pulleys and other articles, will be given as prizes in the second semi-annual reliability run of the Chicago Motorcycle Club, which will be held on Sunday, 7th inst. The club trophy, of course, is the major prize, but it does not revert permanently to the winner and must be defended twice a year by the holder.

North Shores to Have Three Day Meet.

Expanding its original program 50 per cent., the North Shore Motorcycle Club of Chicago is bidding for the honor of running the largest motorcycle event in the Middle West around Memorial Day, by making its race meet scheduled for that time a three day affair. The new dates are May 28, 29 and 30, and a record breaking entry list is looked for.

SPRINGFIELD WELCOMES THE PRO'S

Offers Them Cash Getting Opportunities on Decoration Day—Inter-City Team Race Promising.

Now that it is certain that Jake DeRosier will not compete at the big meet at the Springfield (Mass.) Stadium on Decoration Day, the Springfield Motorcycle Club calls attention to the fact that there are good opportunities for other professionals to swell their bank rolls. While DeRosier undoubtedly would be a great drawing card, on the other hand his presence would be very likely to scare off the other pro's who feel that they would not have a look-in against him, and his absence leaves a clear field for the others. The inter-city team race in the trade rider class promises to be one of the best events on the card for entries already are in from Boston, Providence and Springfield, and Waterbury, New Haven, Hartford and Bridgeport are thinking seriously of putting in teams. As an indication of the interest which is being manifested in the inter-city race, there were a large number of riders practicing on the Stadium last Sunday.

Stewart Claims No Result in Match.

Neither man could be declared the winner in the motorcycle match race at Cambridge City, Ind. on the 16th inst., between Erwin G. Baker and F. A. Stewart, according to Stewart. The latter maintains that the race was to be run in three heats. Baker, on an Indian, won the first and Stewart, on a Merkel, won the second, while the third heat, he says, was not run on account of a disagreement as to machines.



A Bit of Speed Practice at the Guttenberg (N. J.) Track.

MOTORCYCLE COMPETITION ON ENGLISH "RIBBON" ROADS.





The views, show, respectively, the starting point and part of the course of an Easter contest of the Herte County Club.

New York Amendment Mass Meeting.

All the motorcyclists of New York City and the metropolitan district are invited to attend a mass meeting to be held at Huber's Casino, Jerome avenue and 162d street, Bronx, on Wednesday night, 10th inst., at 8 o'clock, to protest against motorcycles being included in the New York automobile law as is provided for in an amendment now before the legislature. The meeting is called by a committee consisting of M. E. Toepel, Maurice Sullivan and Albert Kreuder, representing the New York, the Concourse and the Affiliated Touring Motorcycle Clubs, respectively.

Harlems Help Southampton Run.

Indicating a disposition to be friendly with the other clubs in the metropolitan district, the Harlem Motorcycle Club, of New York City, has called off its closed club race meet which was scheduled for Sunday, 7th inst., so that it would not conflict with the Southampton run of the New York Motorcycle Club. The Bronx riders realized that the Southampton event was one of the most important of the season around New York, and had no desire to antagonize it; in fact, the Harlem club will be represented by several of its rider members.

Milwaukee's Climb Postponed.

Because of wet roads, the hill climb which the Milwaukee (Wis.) Motorcycle Club had planned to hold on Becker's hill on Sunday, 30th ult., was postponed. It will be held on the 7th inst., if the weather and roads permit.

F. A. M.'s April Membership Gains.

Statistics for April just compiled by Secretary Gibson of the F. A. M. show that 464 new members were enrolled last month. The increase by states follows: Illinois, 56; New York, 43; Massachusetts, 42; Kansas, 41; Pennsylvania, 41; Ohio, 40; New Jersey, 34; Indiana, 31; California, 27; Rhode Island, 22; Colorado, 14; Washington, 11; Texas, 8; Nebraska, 7; Missouri, 6; Florida, 6; Iowa, 5; West Virginia, 4; Michigan, 4; Connecticut, 4; Maryland, 3; Alabama, 3; South Dakota, 3; District of Columbia, 2; Wisconsin, 2; British Columbia, 2; New Hampshire, 1; Mississippi, 1; Arizona, 1. Of the total gain the Western district led with a contribution of 169, followed closely by the Eastern division with 151 new members. The Pacific district turned in 31 recruits and the Southern district came through with 18. There was a total of 107 renewals from all districts.

Saginaw Motorcyclists Organize.

Thirty motorcyclists of Saginaw, Mich., met at the home of H. J. Allington, 616 S. Warren avenue, on the 29th ult., and organized the Saginaw Motorcycle Club. Maurice Canutson was elected temporary captain, and organization will be completed and a permanent set of officers chosen at the next meeting, which is scheduled for the 12th inst. The club has decided to affiliate. The first informal run of the members occurred on Sunday, 30th ult.

Miami Riders Visit Homestead.

The Miami (Fla.) Motorcycle Club held a run to Homestead, 30 miles out, on Sunday, 30th ult. When they got there they had lunch, rested a while and after inspecting the town came home leisurely. Fourteen riders took the trip and reported a good time.

Scranton on Affiliated List.

The Scranton (Pa.) Motorcycle Club now is entitled to all the privileges that go with F. A. M. affiliation. It came in on the 3d inst. with 20 men and received number 116. The secretary is C. R. Jones, 627 Lackawanna avenue.

Rah! Rah! Rah! for the I. U. M. C.!

Motorcycling has "caught on" strongly with the students of Indiana University, of Bloomington, and they have organized the Indiana University Motorcycle Club. While other colleges have had motorcycle clubs, the Indianans have advanced a step further than their fraters and enlisted two members of the faculty in the club, which would seem to assure its well being with the powers that be. The officers are: Walter A Teter, president; Professor R. A. Rice, vice-president; Len Lewis, secretary; Charles S. Sherman, treasurer; W. L. Moore, captain. The captain is the supreme authority on runs, and a system of signals has been devised for indicating bad roads and turns. The club contemplates affiliation with the F. A. M. The club colors are cream and crimson, and it was decided that on all runs members shall carry red streamers on the handlebars, bearing the club's name, with the idea of advertising the seat of learning which it represents. The present membership is 15.

Paradox in New Jersey Club's Prices.

Record high and low prices for 1911 Yale motorcycles were established in Newark, N. J., on the 25th ult., when a new single cylinder model listing at $200 was disposed of for something like $580, and yet the purchaser only paid 25 cents for it. While this may seem paradoxical, it nevertheless is true, for S. R. Cook of Orange, has the machine, and the New Jersey Motorcycle Club has the money, to prove it. The New Jersey club is not competing with dealers for business, but some time ago it decided to put up a 1911 Yale single and sell chances on it at a quarter a chance. At the drawing last week it was stated that 2,320 tickets were sold, so it does not appear that the club lost anything on its venture, while Cook surely got his money's worth and a little more for good measure.

NEW YORKERS FAILING TO ACT

Appear Not Alive to Danger of $5 Annual State Fee—Are Urged to Write to Assemblymen.

If motorcyclists of New York state are saddled with a $5 registration fee and other restrictions, they will have only themselves to blame for their indifference to the threatened legislation. Although circular letters have been sent out to all clubs and F. A. M. members in the state by Chairman Hamilton of the F. A. M. legal action committee, telling them of the proposed inclusion of motorcycles in the state automobile law, and requesting them to get busy, it does not appear that many of those directly affected are doing anything to help themselves. However, a few have done some good work in opposing the objectionable bill.

L. H. Guterman and J. Leo Sauer, of the Harlem Motorcycle Club of New York City, have got in touch with a couple of the assemblymen of their district and outlined to them the situation, and requesting their support in opposing the bill. The assemblymen wanted to know how many accidents had been caused by motorcycles in this state, and to what extent they wore the roads and what their status was in neighboring states.

This data was given to them and they seemed impressed with the reasonableness of the motorcyclists' claim for a continuance of the present conditions of no taxation or number requirements. The assemblymen promised to use their best efforts in having the section of the bill relating to motorcycles killed. Guterman and Sauer also have another assemblyman on the string and expect to enlist his support on their side. It all depends on how much the motorcyclists bestir themselves and use their influence with their assemblymen and senators.

While a mass meeting of motorcyclists has been called for next Sunday night at Huber's Casino, Jerome avenue and 162d street, New York, to protest against the proposed bill, which by the way still is in committee, it has developed that all the clubs in the metropolitan district were not notified of this meeting nor invited to send representatives, so that it is probable that the meeting will not be representative of the sentiments of all the clubs around New York. The Invincible Motorcycle Club of Brooklyn has a motion on the table providing for an appropriation of $25 to a fund to fight the bill if all other New York clubs will contribute a similar amount.

McGraw Heads the Jacksonville's.

D. S. McGraw was elected president of the Jacksonville (Fla.) Motorcycle Club for the coming year at its annual meeting on the 25th ult. The other officers chosen were as follows: Albert Stoddard, vice-president; G. Hutchinson, secretary; C. E. Livingston, assistant secretary; Frank Powers, treasurer, J. E. McGraw, captain. The treasurer's report showed the club to be in good financial condition. Four new members were elected, bringing the total membership up to 42, and several applications are pending. It was voted to hold another race meet on July 4, the proposition being received enthusiastically. The racing committee was entrusted with the details of the meet, and instructed to secure the mile track at Moncrief Park if possible. If the track can be had it will be put in shape, but if it is not available the races will be held on Pablo Beach, which qualified in the speed line last month when world's records were hung up by motor cars, and which always has enjoyed the reputation of being one of the best speedways in the world, especially adapted for fast riding.

Fort Dodge Has a New Club.

At a meeting held on the 25th ult., with nine motorcyclists present, temporary organization of a motorcycle club in Fort Dodge, Ia., was effected. Permanent organization will be completed at the next meeting on the 8th inst., and efforts will be made to get every motorcyclist in the city to join. For the present meetings will be held in the Young Men's Christian Association building.

ATLANTA SPEEDWAY RACE PLANS

Trade Riders and Professionals to be Barred from Competing—Thirty Prizes to be Put Up.

Having succeeded, through its president, R. H. Colburn, in getting the famous Atlanta Speedway for a series of motorcycle races, the Atlanta Motorcycle Club, of Atlanta, Ga., has scheduled its first card at the Speedway for May 20, for amateurs only. There will be ten events, and 30 prizes are offered, including a cup, several sets of motorcycle tires, lamps, saddles, sweaters and the like. Invitations will be sent out to the riders in Chattanooga, Memphis, Macon, Birmingham, Rome, Jacksonville and all the larger Southern towns.

Motorcycling in Atlanta has made big strides in the last 60 days, and it is the ambition of the Atlanta Motorcycle Club to stimulate this interest and make Atlanta one of the greatest motorcycling towns in the South. All of the well known machines will be represented in the races. Several prominent trade riders will appear to give exhibitions, but no trade riders or professionals will be allowed to compete in the races, which are for amateurs exclusively. Entry blanks are issued by R. H. Colburn, president of the Atlanta Motorcycle Club, 42 Walton street, Atlanta, Ga.

ATLANTA (GA.) RIDERS BEFORE THE CAMERA.



Some of the members of the Atlanta Motorcycle Club ready for a run to Roswell, Ga., the old home of ex-President Roosevelt's mother. The picture was taken in front of the new postoffice in Atlanta. The second man from the right is C. Surman, who with his dog walked from Wilmington, Del., and who was converted to motorcycles on the way.

GIVING TIRES A SLUSH AND SLIME TEST.



Trying out the "gripfast" qualities of the Fisk Gripfast tread.

Erie Excursionists Dine at Dunkirk.

Dunkirk, N. Y., was the destination of the Erie (Pa.) Motorcycle Club for its first Sunday run of the season on the 23d ult. Despite an early morning rain the riders found the roads good, and Dunkirk was reached in good season for dinner. After voting the Dunkirk chefs O. K., the visitors rode around town a bit to familiarize themselves with the landmarks and then headed for home, arriving well before dark. Runs will be held every Sunday and holiday throughout the season, weather permitting.

Lafayette's Organization Revived.

Adopting the abandoned constitution of the first motorcycle club, which now is defunct, motorcyclists of Lafayette, Ind., are forming a new club. A meeting was held in the Y. M. C. A. building on the 27th ult., at which 14 enthusiasts were present, and steps were taken toward the formation of a club. A name will be chosen and officers elected at the next meeting. The first informal club run was held on the 30th ult., when 16 riders went to Crawfordsville.

Straight Talk from Police Chief.

"By using the proper judgment in operating your machines and having the proper respect for the rights of others, you motorcycle riders can be of real service to the public instead of subjects for complaint, which seems to be the case all too frequently at present," said Chief of Police James M. Carl, to the members of the newly organized Cedar Rapids Motorcycle Club, of Cedar Rapids, Ia. Chief Carl was asked to give the members a short talk along the line of motorcycles from the police point of view, and it may be taken for granted that his address will be the turning point for better conditions in motorcycle traffic in the city.

Chief Carl stated that the club could be of the greatest assistance in the state-wide movement for good roads, and said that as long as the members of the club show the proper spirit and regard for the rights of others they will be given every assistance and encouragement possible by the chief and his men. The chief also affixed his signature to an identification notice on the backs of the membership cards, which makes the card a sufficient bond for the appearance of the rider at the police station the following morning in case he is arrested for speeding. This is something, however, that the members of the club will prevent, if possible.

The club now numbers about 40 members, and the officers are making an effort to secure permanent quarters. Several locations are being considered including an excellent room on the west side.

At the meeting it was decided that the club would join the Federation of American Motorcyclists, the dues of each member in the national organization to be taken from the club treasury.

Emmitsburg Pike Road Now Free.

Coming as an Easter gift, the Emmitsburg pike in Maryland is now open to free travel. There are 21½ miles of pike. It connects with the Frederick and Woodsboro pike about two miles from Frederick. There were five toll gates on the road, and the aggregate round-trip toll for a motorcycle in the past was about 90 cents. The Frederick and Emmitsburg Turnpike Road Co. had been in existence for 66 years. It was incorporated in 1845. It is likely that the company will now dissolve.

FOUR GENERATIONS GO MOTORCYCLING.



From right to left they are: T. M. Stansbury, age 77; G. C. Stansbury, age 52; A. C. Stansbury, age 27, and Raymond Stansbury, age 3 years. They are the proprietors of the Canton Motor and Cycle Supply Co., the Harley-Davidson and Pope agents.

FREE ENGINE CLUTCH OPERATION

Expert Gives Pointers that Assist Toward the Best Results—Slipping the Clutch in Hill Climbing.

Discussing the subject of motorcycle free engine clutches and their operation, and the extent to which they answer the purpose of two-speed gears, Douglas Leechman, M. I. A. E., an expert who supplies mechanical advice to the members of the Cyclists' Touring Club, has some very pertinent and practical things to say. In addition to giving valuable pointers on the use of the clutch, he makes clear just what is to be expected of it in the way of greater power in hill climbing than is obtainable from transmissions not involving the clutch.

"Whatever form of this kind of clutch is used, and wherever it is fitted," he says, "its object is to allow the engine to run entirely or partly free of the road wheel, or vice versa. Thus the engine can be started and the rider take his seat comfortably while the machine as a whole remains stationary. Then when all is ready the clutch is let in gradually and off go rider and steed. If a block is encountered in the traffic or the rider wishes to slow up for a bit, he withdraws his clutch and stops the machine without stopping the engine. He should, of course, throttle down the gas and retard the spark while he is waiting, as otherwise the motor will soon get very hot, besides making a most horrible amount of noise. With a little practice the rider will soon learn where to set his control levers so that the engine will just keep running quietly at such times. Do not try to get the revolutions down to the absolute minimum at one fell swoop, as this will probably stop the engine, and it is often a great nuisance to have to start it again in a crowded street.

"The spark and throttle levers should first be set back to a safe extent, and the extra air adjusted at the same time if necessary. Then if the wait is prolonged finer adjustments may be made without much risk of having to restart the motor. When ready to go on again, the levers can be gradually restored to their normal positions. I say 'gradually' advisedly, for many riders are guilty of jerking their levers about as if they were engine-room indicators on a steamboat. A motor cannot be expected to rush up its revolutions from 500 to 2,000 or more per minute in the twinkling of an eye; it should be led up steadily from the one to the other, and if this be done carefully it is possible to get far more out of the engine than if the levers be set suddenly.

"Where motorcyclists are apt to make a mistake with free engine clutches is in expecting them to serve as variable gears. The way they go at it is, when they get to a hill that is too much for the motor, to let the clutch out a little so that the friction surfaces slip over each other. What this accomplishes is the maintenance of the normal high-speed revolutions of the engine and therefore of the power, but that power is not all usefully employed: the part of it corresponding to the slipping of the clutch is absolutely wasted so far as the driving of the machine is concerned; it is simply employed in generating heat. All that can be hoped for in this direction is that more power shall be saved in keeping up the revolutions per minute than is run to waste through the clutch. The effective power therefore can never be equal to that obtained when the motor is running at its normal speed and driving through the transmission without slip."

Has It Ever Happened to You?

The cashier of a Western bank bought a motorcycle several weeks ago, and he at once began learning how to operate it. He received the machine on a Saturday and by the Tuesday following, thinking he had completely solved all the mysteries of construction and operation, he started out for a neighboring town, just to show his friends he knew all about how to handle it. He made the trip in fine condition, but on the return, when a few miles out of town, the machine refused to work. After spending several hours in vain efforts to induce it to move on, he was glad to see a friend who was supposed to be an expert in finding and repairing such breaks coming along the road. It seemed to be too serious for both of them, however, and they went to a nearby farmhouse and telephoned to the town for a man to come with a team to bring the rider and his motorcycle home. Just about the time the liveryman appeared, the cashier discovered the cause of all the trouble—an empty gasoline tank. Since then he carries a bottle of gasoline in his pocket when starting on a long trip.

HAS A HAPPY PASSENGER.



H. Norwood of Roxbury, Mass., takes his young nephew along on his motorcycling trips whenever possible. How the boy hates it!

WHY HE ABANDONED THE MUDGUARD

Motorcycle Demonstrator Who Suffered from His Expertness—Old Cyclist Taught Him Value of Saddle.

"What a cinch we have!" somewhat sarcastically ejaculated the salesman who when occasion requires also acts as demonstrator for a well-known make of motorcycles, as he strolled hands in pockets, up and down the store. "But you wouldn't spell it that way if you could change places with one of us for a little while. It may look all right, this riding around the country extolling the merits of our machines, and that part of the job isn't half bad at that. But when it comes to taking a novice, and probably a total stranger, for a trial spin, it is, as Kipling would say, quite another story.

"Take my case, for instance," he continued, with a little less gleam in his eye. "Someone comes in here, looks the machine over and asks about seventeen million questions, all of which I patiently answer; I obligingly start her up and show him just how easy it is, and after a while he loosens up enough to say: 'Yeh, I gotta Firefly, but I wanted to see how your brake worked—it's pretty good—guess I'll fix mine up that way.' Now wouldn't that cause a blow-out? But he's not the only one with whom we have to contend. Perish the thought. He's only one of many.

"We don't mind—at least I don't—explaining things and telling the why and the wherefore in words of one syllable. It's part of our business, and we get to like it same as a teacher finds a certain enjoyment in knowing that he or she can instill a little knowledge into the growing brains of a troupe of little darlings. But when an absolute ignoramus wants to know what the belt is for—and I had a man ask me just that—we're likely to throw up our hands in supplication, and certainly we commence to wonder if that particular bright individual ever looks further than his nose.

"But as I hinted before, such considerations are as naught when it comes to taking someone out for his first ride. If the man knows how to ride a bicycle, and the majority of those who come to us do know how, the task is not as hard as when the prospective customer never has ridden. But even then we have our troubles. I had been in the habit of getting my customers firmly seated in the saddle, and after running a short distance behind them with the motor running, jumping up behind them and sitting on the rear mud guard. By reaching under his arms I could control the machine and at the same time prevent myself from falling off. 'Foolish proceeding,' you say? Well, I had been doing it for some time, and I thought I had it down pat. But never again! I've had a tandem

seat put on since my last experience.

"I had followed my usual method one evening, and we got away pretty nicely. The customer was a bicycle rider from 'way back, and very soon I relinquished the grips to him and 'hung on by my teeth.' He thought it was fine—nothing like it! Well, to cut a long tale short, as the story books say, the machine was a six horse twin and the throttle lever stuck a little. Approaching a slight rise the man ahead attempted to open up a little, and as she wouldn't open he applied more force. When she did open she opened wide, and you all know the way a 'six horse' will jump when you suddenly give her the gas. She jumped all right, but I did not. I stayed right where I was; or rather I descended. And not the least bit gently, either. As for the rider, he kept right on going for about an hour—never missed me, he said.

"When he got back to the store I had another convert to the joys of motorcycling. I also had a sore spot, though little recked I of the bump, for he came across with a check and he wouldn't have any other machine than the one he had been riding. I guess that ought to help some. But you can bet your boots that hereafter when I take a man out I'm going to have a real saddle to sit on."

Would Mount Whole Police Force.

To replace entirely the present force of sidewalk pounders with motorcycle officers for patroling the whole city is the project that is being entertained by Mayor Burkhart and several of the city fathers of Dayton, O. It is their belief that such a reorganization would be greatly to the city's advantage, for they figure it out that it would greatly reduce the number of officers now required, as one motorcycle policeman would be able to render better service than now is obtained from half a dozen men on foot. In discussing the plan the mayor said:

"There are a great many advantages in having the suburban districts regularly patroled by motor cops. In the first place, the chief has figured that one motor cop will be able to do the work of four or five unmounted patrolmen. For instance, in Riverdale there are three patrolmen used for the two late shifts and two for the early day trick. The same number are used to patrol Dayton View. Where six men are now used for these two suburbs, one motor cop should be able to take care of the territory, covering all the streets at least three times in the eight hours work. Another great advantage in having the motor cops do such duty would be the time saved in getting the men to any scene of disorder immediately following the receipt of information at police headquarters. The result of one motor cop displacing perhaps four patrolmen would mean that more men could be put on the traffic squad downtown, where a larger force is badly needed."

MYSTIFIED THE MARBLE PLAYERS

Kentucky's Mileage Record Holder Was an Unintentional Plunderer—Made Amends Later, However.

With about 20,000 miles to his credit, many of which were marked with amusing experiences, Charles Baumeister, a wealthy young motorcyclist who lives in Pewee Valley, about 24 miles from Louisville, Ky., has covered a greater total distance in his four years of riding than any other rider in the Blue Grass State. He became a motorcyclist in 1908, and has grown more of an enthusiast every year since. In relating one of the odd incidents of his riding, he says:



CHARLES BAUMEISTER

"I use my machine in going from Pewee Valley to Louisville and return, a round trip of 48 miles, every day, winter and summer, and I have often made the journey with six inches of snow on the pike. On one of my trips to Louisville on a nice spring day I saw some small boys playing marbles on the pike. When they saw me coming they stepped back to the side of the road.

"Immediately after passing them I noticed that my motor was losing power and would barely pull the hills. Finally it began missing, so I dismounted and, putting the machine on the stand, began adjusting the carbureter. Suddenly something dropped out of the intake pipe of the carbureter, and the motor resumed plugging away as sweetly as ever. Looking on the ground, I discovered an agate that one of the boys must have used as a taw or shooter. It had been thrown up by the front wheel and had lodged in the carbureter air intake pipe, cutting off my air supply. On my return home that afternoon, the boys were again at their marble game, so I returned the agate to them. I suppose they are wondering yet how I got it while riding past them at 20 miles per hour."

Graff Concerned in Dynamite Case.

Harry Graff, president of the Indiana Motorcycle Club, of Indianapolis, Ind., has been projected into the limelight of publicity as a result of the arrest in Indianapolis of the alleged dynamite conspirators who are charged with having a hand in the blowing up the Los Angeles Times and in similar outrages. Graff is the custodian of the American Central Life Building in Indianapolis, where the International Association of Structural Iron and Bridge Workers has its headquarters and where John J. McNamara, the secretary, was arrested and spirited away to Los Angeles for trial. Detectives found dynamite and caps in the basement. Graff was questioned as to what he knew about it. He explained that McNamara had come to him and asked permission to file "old papers" and "letters" in the basement, as the association had no room for them in their fourth-floor office. Graff told him to go ahead. When it transpired that it was dynamite that had been stored, Graff's hair stood on end as the result of visions of the possibilities that had existed of his being blown up. Next day the police were afraid to move the dynamite and they employed an expert in that line. He could not do it all alone very well, however, and Graff helped him. In fact Graff carried out most of the explosive and as a result the newspapers printed his picture on the front page as a hero. Graff indicates that if he is called to Los Angeles as a witness in the dynamiting case he may take his motorcycle along to try out the far-famed touring ground of Southern California, thus making a fine holiday trip out of what some people would consider a rather arduous duty.

Bruce-Brown Likes the Motorcycle.

Still enamored of the motorcycle, despite the fact that he has become one of the foremost automobile race drivers of the world, David Bruce-Brown, the young New Yorker who won the Grand Prize automobile race at Savannah, Ga., and who owns a stable of high powered motor cars, has purchased a 5 horsepower Indian twin, from Amos Shirley, a New York dealer. "I am just crazy about it, too," exclaimed Brown, after being good-naturedly bantered by George Robertson, another well known race driver, about taking to the gasoline saddle horse. He was an ardent devotee of the sport of motorcycling even before he became an automobile race driver.

Ovington Essays a Flight.

E. L. Ovington, former president of the F. A. M., who now is an aviator, made his first flight in this country at Hempstead, L. I., on the 26th inst. Driving a 70 horsepower Bleriot he flew from Belmont Park to Garden City.

Acme Wheelmen Race at Guttenberg.

The Acme Wheelmen, of New York City, held a club run to the Guttenberg (N. J.) track, Sunday, 30th ult. Unlike a previous occasion, when they got there they found the track in partially decent shape and were not forced to take to the road to hold their races. Edward Spillane, with one minute handicap, won a five mile club race in which points counted for the club championship. Edward Rick and John DeBruyn, scratch men, finished second and third, respectively. Mile time trials also were held in a competition for a medal offered by Eugene Suykerbuyck, a club member, to the member of the club riding the fastest standing start mile on the Guttenberg track this year. Those who participated in the trials, and their times, were as follows: John DeBruyn, 2:44; Irving Higgins, 2:44; Ben Hutmacher, 2:51; Edward Spillane, 2:53; John Schmidt, 2:54. Despite the fact that automobile races had been held there on the day previous, the track was in fair shape, but a stiff wind which blew across the course prevented any fast time being made.

Clarke and Lawson Match at Newark.

As a sample of the quality cards that the management of the Newark (N. J.) Velodrome intends to offer the fans this season, it has announced a match between Jack Clarke and Iver Lawson as the feature of Sunday, 7th inst. Lawson was and still is the idol of the Salt Lake fans, despite the fact that Clarke has given him a few trimmings in his own bailiwick, and as the Australian is a great favorite at Newark a corking battle can be looked for. There also will be a new face among the amateurs in the person of Alvin Loftes, of Providence, who is one of the best simon pures in Yankeeland. He has announced his intention of going after the scalp of Frank Blatz, the amateur champion.

Grand Rapids Has Another Club.

Grand Rapids, Mich. has a new bicycle club. It was organized last week and is called the Burton Heights Cycle Club. The officers are as follows: Charles H. Hunt, president; Fred Woodward and H. Jones, vice-presidents; Arthur Hunt, secretary; J. Stard, treasurer; Hugh Jones, sergeant-at-arms. There are 18 members in the club and all are enthusiastic bicycle riders. In addition to the customary weekly runs the club plans to hold a road and a track meet in June.

Thread City Cyclers Re-Elect.

Standing pat unanimously on the present administration as an appreciation of the latter's work during the past year, the members of the Thread City Cyclers, of Willimantic, Conn., re-elected all of the old officers at its annual meeting last week. The officers are as follows: Charles W. Hill, president; George Rosebrooks, vice-president; Samuel Lyman, recording secretary; Harry Kelley, financial secretary; Frank M. Lincoln, treasurer; board of directors: the officers, Harold Williams and Clinton Wood.

Empire City's Have a Speedy Man.

It being their pride that their club house is the road and that to be admitted to their ranks a cyclist has got to prove his pluck, speed and endurance, the Empire City Wheelmen, of Brooklyn, N. Y., have developed a set of as hardy and speedy road riders as can be found anywhere, and in the front rank of the Empire aggregation is Joseph Orlando, who is known as the "Italian-American champion," and who



JOSEPH ORLANDO

captured the cycle Marathon on Long Island, a race in which he won five special prizes. The sash that he wears in the picture was given him by the club for his victory in the Marathon. Not only is he fast on the road, but he is quite at home on a board saucer track. On the old quarter mile saucer at Vailsburg, N. J., he was officially clocked for a quarter mile in 27⅘ seconds. On both track and road he has a "jump" that none of his fellow club riders can hold when he is "right." He is 30 years old, is married and has four children. Orlando will be one of the scratch men in the Empire City Wheelmen's 15 mile handicap at Floral Park, Long Island, on May 7.

Salt Lake's Big Road Handicap.

Forty prizes, including seven high-grade bicycles, are up for the 18 mile bicycle road race which E. B. Heagren is promoting in Salt Lake City, Utah, for Memorial Day. The course again will be over the Lagoon road. Entry blanks are out and from the healthy inflow of entries, Heagren feels safe in predicting at least 100 starters in the race. The race will be held under N. C. A. sanction.

Rain Drenches Newark Race Fans.

Profanity was scattered about promiscuously at the Newark (N. J.) Velodrome by over 8,000 fans on Sunday, 30th ult., when the weather man opened his faucets and drenched the track and a majority of the crowd who were in the uncovered bleachers. The races hardly had got under way when the first drops arrived, but the riders stayed on the boards as long as they could, which was until Jack Clarke and Edward Root fell off their machines at the start of the second heat of the professional handicap. Then it was announced that the meet was postponed until Sunday, 7th inst., and rain checks would be given. Naturally all of the fans could not be accommodated with passes at once and most of them had to take a good wetting before they received their checks. It was the largest crowd that has turned out at the new track, and one of the largest that ever attended a Newark meet, showing the popularity of the sport in that city at present and auguring good things for the coming season.

More Machines for the Police Parade.

The New York City Police Department is adding to its rolling stock again. It has placed an order for 24 Reading Standard bicycles with T. J. Sixsmith, 203 W. 100th street, the metropolitan agent, making 100 Reading Standards that he has sold the department in the last year. The motorcycle fleet also was increased by the addition of four Indians, which were supplied by F. A. Baker & Co., 10 Warren street.

The annual police parade, which is one of the chief public functions of the year in New York City, will be held on next Saturday afternoon, 13th inst. Two of the prominent divisions will be the motorcycle and bicycle squads, the former consisting of about 35 men, and the latter being in the neighborhood of 125 strong. The line of march will be down Fifth avenue from 59th street to Washington Monument, where the men will be reviewed by the city and police officials.

Eastern Race Circuit Starts Soon.

Cycle racing on the whole Eastern racing circuit, including not only Newark, N. J., where the racing has already commenced but New Haven, Conn.; Providence, R. I., and Boston, will be in full sway after May 30. The same arrangement of dates will prevail as last year, the racing being in Newark on Sunday afternoons and Wednesday nights; in New Haven on Thursday nights; in Providence on Friday nights, and in Boston on Saturday nights. The season in Salt Lake City, Utah, also commences on Memorial Day.

Arrest Sidewalk Riders in Denver.

Police authorities of Denver, Col., are getting after bicycle riders who are giving play to their disposition to ride their machines on sidewalks. Several arrests have been made and the offenders fined.

SPRING STIMULATES BALTIMORE

Big Season of Cycle and Motorcycle Events Already Started—Busy Times for the Clubs.

All is in readiness for the coming Memorial Day races to be held on the Electric Park course in Baltimore, Md. The lease has been signed and the bonus put up. The affair will be open to stock machines only, and all open ports will be barred. The entry blanks are now on the press. The exhibition is intended to show the prospective buyer what he can get for his money and just what the machines will do.

Entries for the big bicycle road race at Baltimore Md., scheduled by the Lafayette Wheelmen for Sunday, May 7, closed Tuesday evening. The event will take place over the Shell Road six mile loop. The race will be 12 miles, the riders circling the course twice. The course is splendidly situated, as the spectators will be afforded views of the start, middle and the finish of the race. The affair is at present holding the attention of the local and Washington speed men. Numbers of local ridders have been in training for the event for the past four weeks over the nearby roads, and, judging from the present indications, the entry list will prove a record breaker. Thirty prizes, consisting of 25 place and five time awards, will be contested for. The handicaps will range from one to eight minutes over the scratch men. Last Sunday the Crescent Bicycle Club ran to Ramia's, on the North Point Road, which is the starting place of next Sunday's race. The members met at this place at 10:30 o'clock and spent several hours in training.

William H. Logue, Jr., has invited all local riders to attend the speed trials on the Prospect Park course on Sunday. Bicycle training and speed trials for motors will start at 1 o'clock and continue until six in the evening. The track has been resurfaced and the turns banked, and is one of the best in that section of the country. Ample training quarters for bicycle racing men have been provided for by the management of the park. Manager Logue, who originated and conducted the speed trials last year, will endeavor to make the coming events more interesting, if possible, than they were last summer, when so much enthusiasm was aroused among the local bicycle and motorcycle riders.

That bicycling is regaining its own was evidenced by the exceptionally large and enthusiastic meeting of the Carroll Cyclers last week. They met for reorganization purposes and elected the following officers for the ensuing year: Charles H. Bokebeyer, president; Albert H. Heiland, secretary-treasurer; John Ruhl, captain; Harry Franklin, color bearer; Charles Hassfeld, first lieutenant, and Harry Friers, second lieutenant. The Carrolls are receiving a number of recruits and are now planning for the season's events to be held by them, among which will be an inter-city run to Washington, road races, half-century runs and like events. Sunday they ran to Chattolenee Springs, through the Green Spring Valley.

The good weather prevailing in and around Baltimore has caused hundreds of cyclists to get their wheels into shape and turn out. The local clubs are receiving a number of applications for membership and new clubs are being organized.

A number of enthusiasts met recently at William Logue's store, Broadway and Barnes street and an organiaztion committee reported. Frederick Welsh was made chairman and called the meeting to order. The committee report was approved and accepted and the prospects for the season demanding attention, immediate steps were taken to organize.

The organization will be known as the Baltimore Bicycle Club and any white bicycle rider of good character will be welcome to any of the meetings, held every Wednesday night. All local riders have been invited to attend the regular Sunday runs of the club.

The officers who were elected are: President, Harry Lindeman; vice-president, Nicholas Heilman; secretary, John Andrae; treasurer, Fred Welsh. Road officers: Captain, Fred Welsh; color bearer, Richard Lindeman; first lieutenant, Frank Nelson; second lieutenant, William Bush.

Green and white will be the club's colors. The club will enter all of its fast men in the Lafayette Wheelmen's road race.

March was another record month in the century mileage contest of the Crescent Bicycle Club, according to the report of the competition just made by Captain Baker. During March the members of the club rode 3,391 miles and ten centuries, which is ahead of the figures for the same month in any of the previous contests held by the club. The competition has been running since the first of the year and 7,472 miles and 13 centuries have been ridden during the three months ending April 1. This is more than double the best previous record for the same period, and the contest reflects the healthy condition existing in the Crescents.

The positions of the leaders in the contest remains practically the same as in the last report. Charles H. Thoms, by hard riding, retains his hold on the first place, with William Leimbach second, and August Leimbach in third position. These three riders are making a spirited race for the leading honors, while Fred M. Sanborn, the winner of the 1910 contest, holds fourth place, well within striking distance of the lead.

The standing of the leaders in the contest up to the first of the present month follows:

1, Charles H. Thoms; 2, William Leimbach; 3, August Leimbach; 4, Fred M. Sanborn; 5, Langdon M. Sanborn; 6, Thomas W. Baker; 7, Alfred J. Baker; 8, G. Andrew Miller; 9, J. Fred Huber; 10, John W. Trost; 11, George Peilstecker; 12, William Foos; 13, Fred E. Mommer; 14, Fred S. Plitt; 15, Edward Dorschell. Total reported, 7,472 miles and 13 centuries.

The Crescents' recent run to Washington caused quite a shaking up in the standing of the members in the run attendance contest. Doc Sanborn, one of the four perfect score-riders, lost his cork in the vicinity of Laurel and did not complete the trip, while Captain Baker did not even get that far. Alfred J. Baker, Charles H. Thoms, William Leimbach and August Aldo McDonald, aided by an early start, were the first to arrive at the Capital. Langdon M. Sanborn and Wilbur W. Shaw rode over on a tandem, but arrived too late at the meeting point. A number of members rode to Pikesville before starting for Washington, thus completing a century.

The Crescents are now making extensive preparations for their annual half-century run, which will be held on May 21, with Reistertown as the destination. This change of route is expected to add to the interest of the event and a large turnout of riders is looked for. An abundance of time will be given the novices to complete the distance and handsome medals will be awarded all who finish within the time limit. A banner will be awarded the club entering the largest number of riders in the run.

In addition to the medals offered in the century mileage and the run attendance contests, the Crescents are offering a solid gold medal, termed a meritorious record medal, to those members who during a calendar year ride 5,000 miles, five centuries, attend three-fourths of the club's runs and secure three new members for the club. These medals will be made a permanent fixture of the club, being awarded each year and they will be well worth the effort necessary to secure them. The club will also adopt a new sweater which will be quite a change from the present creation of red and gold. The new sweaters will be of a light grey color with the club's emblem in a neat size on the front, and their arrival is expected daily.

The Racycle Bicycle Club held a blind run recently. Manager Bob French, of the racing team, took the riders out to determine their condition for entering the Lafayette Wheelmen's road race the first Sunday in May, over the famous old Shell road. The racing team of the Racycle Club will be composed entirely of new men. Wilbur Lentz, who won second place in the club's last road race, will in all probability be one of the team, and E. E. Sampson, who surprised the crowd last fall by winning second time and third place prizes in the club's last road race, will probably be second man, and a third member of the team will be picked later.

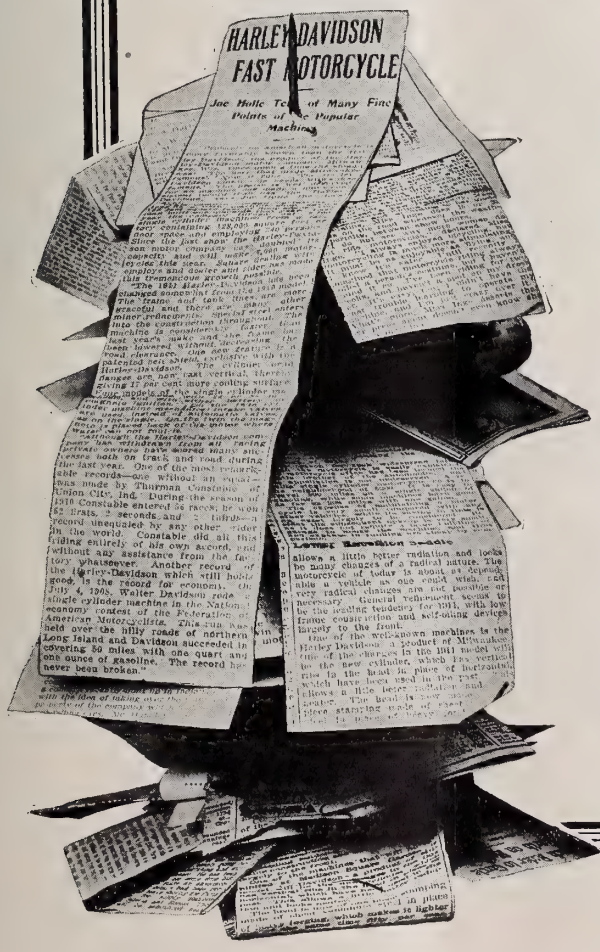
The Story the Spindle Told

"Last fall I began to wonder just exactly what results our machines were giving in the hands of the private owners," said Wm. S. Harley, of the Harley-Davidson Motor Co. "I wanted to know whether or not our expensive inspection system, which kept an accurate check on all raw material, finished parts, workmanship and completed machines, was worth while and whether or not it would pay us to keep it up. I know that many times Harley-Davidson stock machines had successfully competed against racing machines of other makes, but I confess that I was inclined to believe that the rider was just a little better than the average.

"It occurred to me that the best and quickest way to get the information I wanted was to get hold of all the newspaper clippings that I could where mention was made of races in which the Harley-Davidson took part. I gave orders, therefore, that all such clippings were to be put on a spindle on my desk.

"A day or two after this I was called out of town and did not return for about a week. Well, when I saw my desk, the first thing that caught my eye and about the only thing that I could see, was that spindle. It was jammed full. There were clippings of endurance runs, road contests, one, two, three, five, ten and twenty mile open races, and so on.

"When you stop to consider that many motorcycle manufacturers had built special racing machines with open ports, special ignition and auxiliary oiling systems, machines which were built for speed only and which could compete in but two or three events and then had to be returned to the manufacturer for overhauling and replacements, and that they hired special riders at high salaries just for such races and contests, do you wonder that we are proud of our stock machines and proud of the real amateur riders that rode them?



"You can see now, perhaps, one of the reasons why no Harley-Davidson dealer ever gave up the agency of our machine voluntarily for that of another make. You can see why our sales have increased at a greater rate than those of any other two manufacturers combined and why we have to make a Harley-Davidson every eight minutes to supply the demand."

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MAKE CENTURY IN SPITE OF RAIN

Cyclists of Eastern Division, C. R. C. A., Defy Discouragements from Jupiter Pluvius—Eighty Starters.

As was the case last year, Jupiter Pluvius again turned his sprinklers on the annual spring century of the Eastern Division of the Century Road Club Association, which was held on Long Island on Sunday, 30th ult. While he scared away quite a few of the entrants, and drenched those who refused to heed his threats, the run went through as per program. It was the club's 13th annual.

Out of the 125 entrants, over 80 started, the others losing their courage when on the morning of the run they found a thick fog and heavy mist waiting for them. There were two divisions, fast and slow, and the start was from Columbus Cicrle, New York City.

Under command of Chief Pacemaker George Bieregel, the slow division, 60 strong, left at 7:15 a. m. Bieregel was assisted by E. W. Moore, Hoyt Baker, J. M. Mitchell and Ralph Zarr. The fast division got away at 8:30 with 22 men in line under the leadership of A. R. Cooley. The latter's lieutenants were Henry Kest, F. E. Mommer and S. Segal.

The route was over Queensboro bridge and out along Hoffman boulevard, Hillside avenue to Floral Park. The fast division arrived here just as the slow division was leaving. The slow division went on to Hicksville and Amityville and then doubled back to Hicksville, passing on the way back the fast division, which after a 15 minutes rest at Floral Park had continued. Upon reaching Hicksville the slow bunch waited for the fast men to arrive, and both sections sat down to dinner.

After the slow men had rested a bit following their meal, they again took to the road, leaving the fast division to tarry a while longer. The route home from Hicksville was along the New Bridge road and through Bellmore to Freeport. The fast division left Hicksville 45 minutes after the slow men. A stop was made at Freeport and then the riders followed the Merrick road and Rockaway turnpike to Rockaway beach, but did not stop here. Near Valley Stream they were caught in the rain but continued on and got back to New York late in the afternoon, well soaked but having made the century nevertheless. There were the usual minor mishaps, such as punctures and spills.

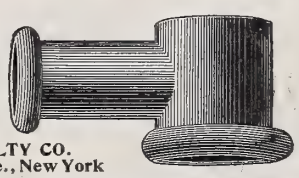
Century for Jersey Cyclists.

This being the open season for motorcycle and bicycle spring century runs, the New Jersey Division of the Century Road Club of America announces its spring 100 miles cycle run to Highland Mills and Monroe and return on Sunday, 7th inst. The start will be from 528 Summit avenue, West Hoboken, at 7 a. m., and all who go along are guaranteed a treat of the good roads and pretty scenery for which Jersey is noted. The committee predicts over 100 starters if the weather is on his good behavior. There are two divisions, regular and fast, and the latter bunch will have a little brush in from Hackensack on the return trip, with prizes for the first three men.

"Hands Off" Forbidden in Redlands.

Riding a motorcycle or bicycle "hands off," the ambition of many a novice, is taboo in Redlands, Cal., and Chief Wallace has issued orders to his men to bring in all riders caught in the act. The chief thinks that many of the accidents in which motorcycles and bicycles figure are due to loss of control of the machines by the riders who travel with their hands off the bars. This display of expertness, he thinks, is entirely due to a desire on the part of the riders to "show off," but the practice now promises to become unpopular through the enactment of a city ordinance making it punishable by a fine.

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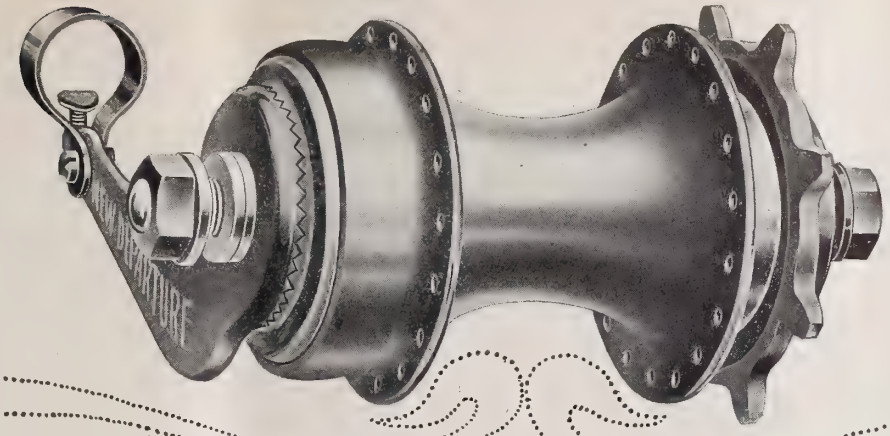
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Death of Elliott Mason.

Elliott Mason, who was one of the first men in the United States to take up the sale of bicycles and who for many years had the handling of the Pope Mfg. Co.'s bicycles in New York City, died in Westfield, Mass., on Monday, 24th ult., at the home of his son Roger. His death was caused by tuberculosis, with which he was attacked some two or three years ago. In the effort to effect a cure, he had for some time been sleeping out of doors.

It was in the late 70's that Mason became one of the pioneer cyclists on this side of the water. He was at that time a school teacher in Yonkers, N. Y. Between 1879 and 1881 he rode 13,000 miles on his high wheel "ordinary." Outside his school duties, practically all his spare time was given to cycling, and after he had interested a number of other people in the bicycle he started a bicycle school in Yonkers. In the spring of 1881 he went to Boston to enter the employ of the Pope Mfg. Co., and a year later he moved to New York City as the Pope agent in the metropolis. He was one of the chief organizers of the Citizens' Bicycle Club, of New York, and was the first member of the club to make a century, from Coburg to Kingston, N. Y. When the American Bicycle Co. was formed, taking in the Pope company, Mason gave up the New York sale of bicycles and was transferred to the Pope factory at Hartford, where he remained until ill health came upon him. He and Mrs. Mason, who survives him, rode their bicycles regularly until he was taken with the sickness that caused his death. Mason was one of the most trusted lieutenants of the late Colonel Albert A. Pope, with whom he enjoyed the closest friendship. He also had a wide acquaintance with the pioneers of the industry throughout the country.

Divided Skirt Advocate is Dead.

Viscountess Harberton, the pioneer exponent of the divided skirt for women, which in its very latest development as the "harem skirt" is causing such a sensation, and who as a cyclist once involved the Cyclists' Union of England in legal proceedings because of her riding costume, died in London, England, on the 2d inst. Among her other accomplishments, Lady Harberton was a devotee of the bicycle, and always insisted that the divided skirt was the only proper dress for women who cycle. On one occasion while on a cycling tour, she stopped at an inn in Surrey, and the inkeeper refused her service because of her attire. The Cyclists' Union brought action against the innkeeper for refusing to serve a traveler, but lost its case, as the court maintained that the innkeeper had the right to draw restrictions.

Police in Trouble Over Cycles.

Because Chief-of-Police Gunn, of Hartford, Conn., sold a dozen bicycles that had been recovered during the year and had not been claimed, at public auction recently, without advertising the sale a month in advance, some people are questioning the legality of the proceedings. The sale netted $58.50, which goes into the police fund, but it is just possible that the sum will go out again. The law provides that all lost or stolen property recovered during the year shall be sold if not claimed after being held for one year. It specifies, however, that notices of the sale shall be inserted in the papers for four weeks beforehand, but in this case the chief only advertised his bargain sale a few days previous. It was a real bargain sale, too, for some of the bicycles were almost new and had an average value of $25. A local dealer offered $40 for the lot, but the chief would not sell them that way and neither would he sell any to members of the department for fear some unkind persons might hint at graft. Several of the machines awaiting disposal were sold at private sale before the public auction and some of the purchasers of these got real bargains, for they had their pick of the assortment. Cycle thieves in Hartford, though very industrious, have a highly discriminating taste.



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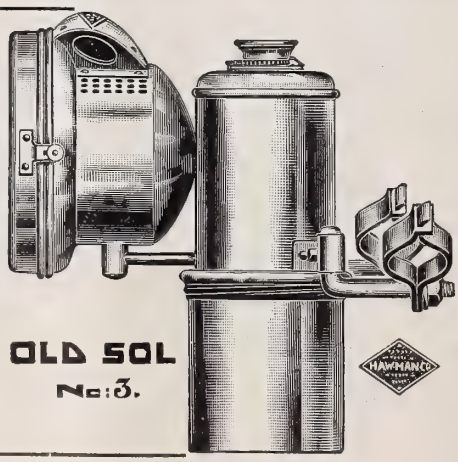
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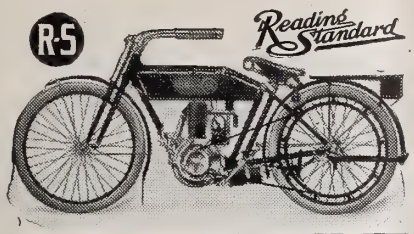
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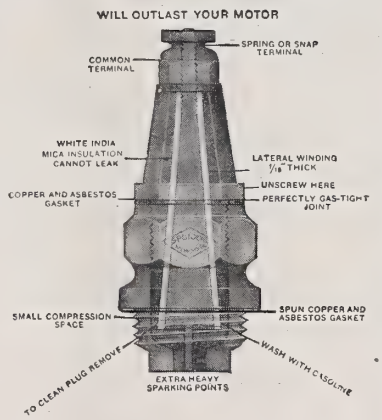
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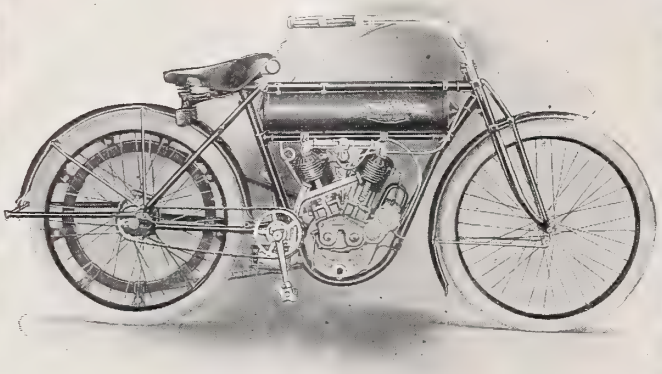
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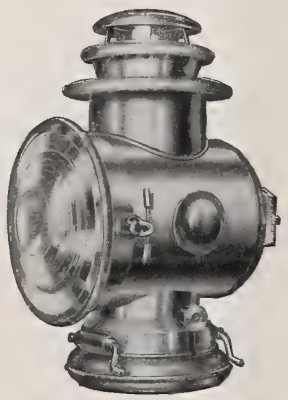
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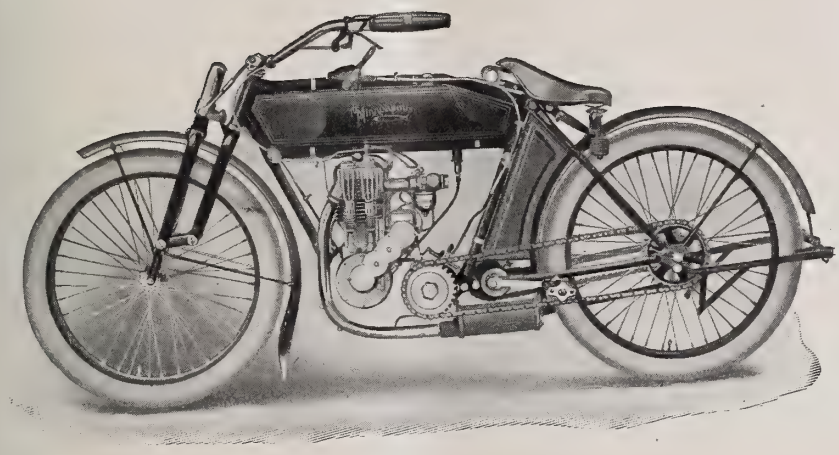
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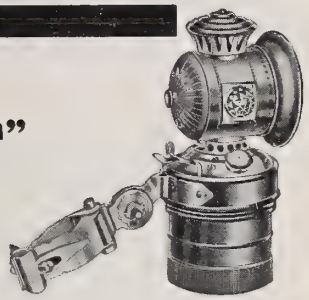
Permits those changes of position that best suit the need or mood of the rider.

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it's the best bicycle lamp obtainable. The Bridgeport Brass Company have been building "Search-Light" bicycle lamps since the inception of the bicycle industry. If it were possible to build a better lamp—a better lamp would have been on the market years ago.

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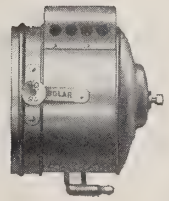
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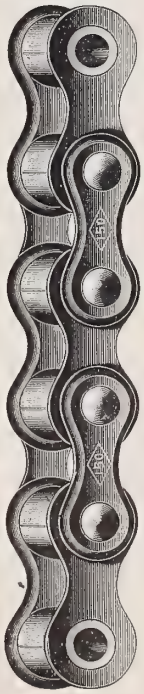
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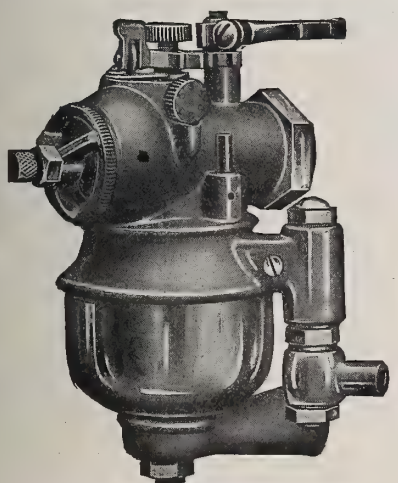
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Clamps on No Screwing Stays Tight



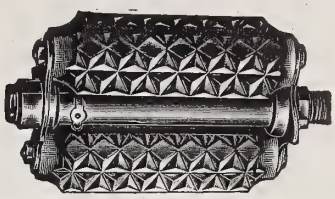
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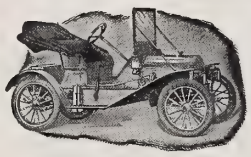
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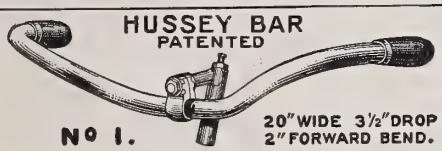


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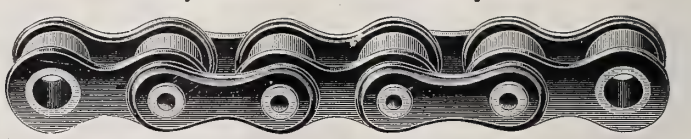
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New model for 1911.
Price, $18.00.

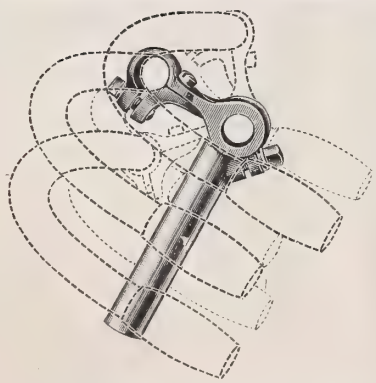
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Twenty police departments use Standards because they are accurate.

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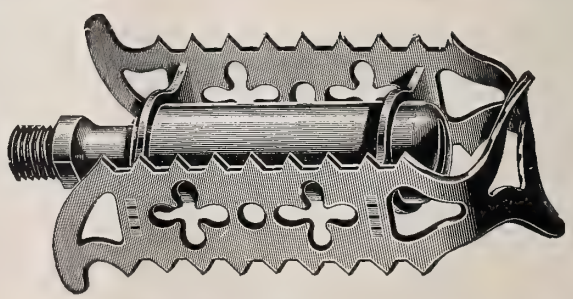


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This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



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A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.



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Made of red rubber, is extra heavy and is built especially for long service.

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Can any service be more strenuous and severe than this?

What test could show more clearly the true strength and wearing qualities of "Whitney" Chains?



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Dear Sirs:—Yours of February 28th at hand. In regard to old chains, I have now covered over 12,000 miles on one set of your chains and have not even exchanged drive chain for pedal chain. Not one link or roller broken. Have carried tandem lately, which is a strain on chains. Just think of what these chains have gone through! From Los Angeles to New York, beside myself pulling 150 lbs. of extra luggage, and then from Canada to Mexico, and all over California, and still stick together. It sounds impossible, but this being the fact.

I will send old chains by express next week, as I intend to put on a new set. The old chains have done their duty, and then some. I think they are still good for a few thousand miles.

Put me down as a booster for "Whitney" Chains, as I will have no other.

Respectfully yours,

733 Ottawa St., Los Angeles, Cal. A. H. HELGESON.

"Whitney" Chains are made by specialists, in a factory especially equipped for the making, with years of experience to back them; made from material chosen for quality regardless of cost.

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Your need is precisely the same. Without this perfect lighting system, your machine, yourself and possibly a passenger are in constant risk of dangerous and costly accident.

PREST-O-LITE Gas Tank

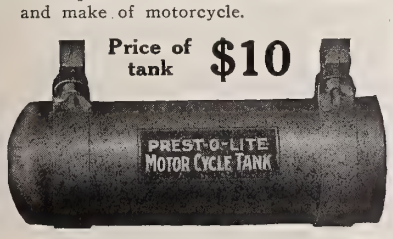
Floods the road far ahead with strong, steady, dependable light, turned on and off like a gas jet. Each tank gives 40 hours of light (using a 1-4 ft. burner). When empty exchange tank for a full one, at a small fee.

FREE

Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.

Price of tank **$10**



Dimensions: Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

This clean convenient service costs, as a rule, **less** than the carbide which a generator consumes.

Remember, too, that the genuine **Prest-O-Lite** tank has its permanent **cash value,** because it is in universal use and demand. When empty, it can be promptly exchanged, **anywhere and always.** These things are not true of any imitation.

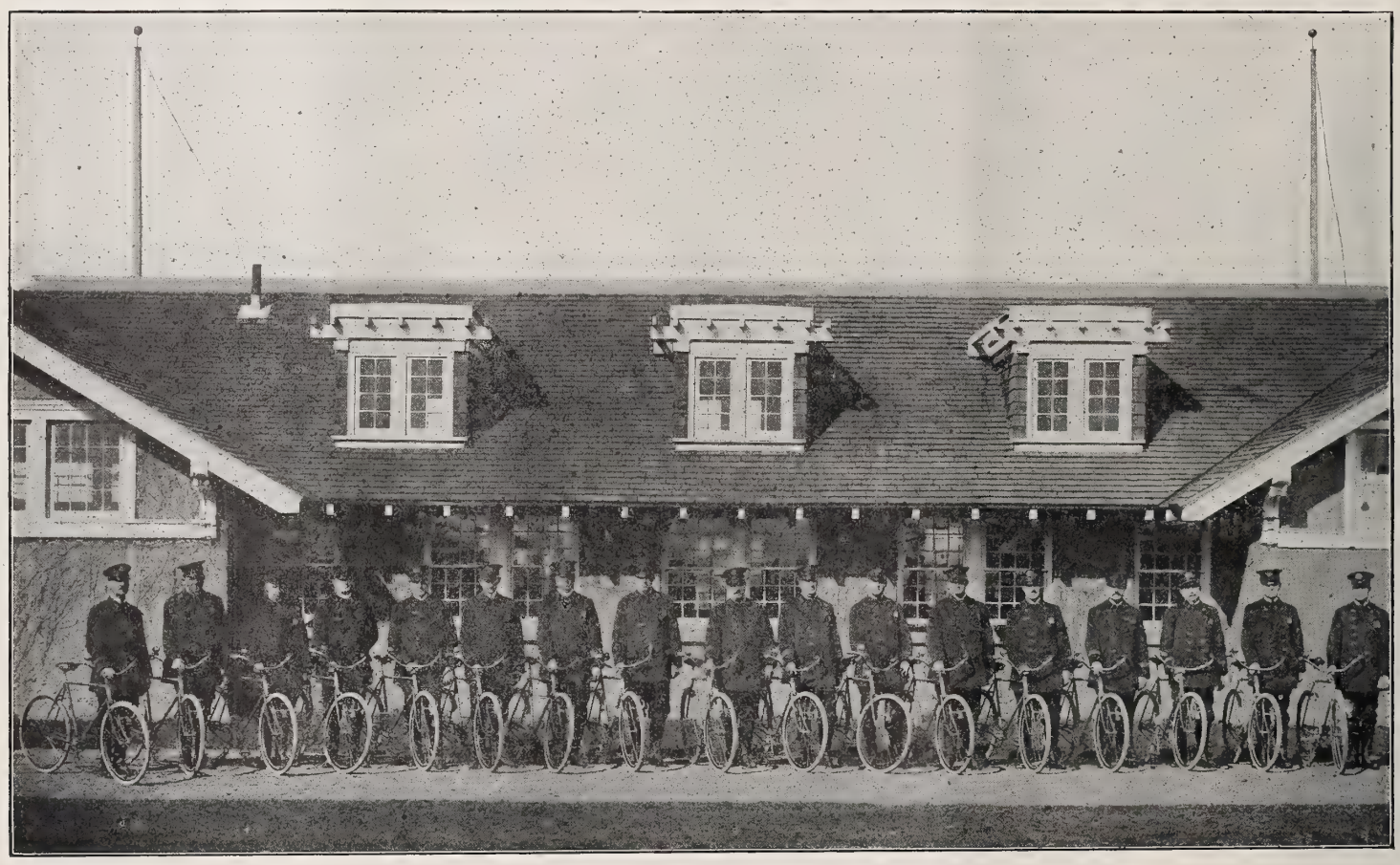
The Prest-O-Lite Co., 245 E. South Street Indianapolis, Ind.

BRANCHES AT

Atlanta	Cleveland	Kansas City	New York	Providence
Baltimore	Dallas	Long Island City	Oakland	San Francisco
Boston	Detroit	Los Angeles	Omaha	Seattle
Buffalo	East Cambridge	Milwaukee	Philadelphia	St. Louis
Chicago	Jacksonville	Minneapolis	Pittsburg	St. Paul
Cincinnati				

EXCHANGE AGENCIES EVERYWHERE

YALE BICYCLES



THE NEWARK, NEW JERSEY, POLICE DEPARTMENT BICYCLE SQUAD

They Ride Yales

The Newark Police Department demand Service. Therefore, bought Yale Bicycles in competition with all other makes.

"What you get for your money is the amount of service you get from the article you buy."

YALE BICYCLES are QUALITY Bicycles and give that high class service which pleases your customers and makes them proud of their mounts.

The Yale Bicycle is the best selling proposition on the market. We can show you a nice increased profit selling Yale Bicycles. Write today.

You owe it to yourself to learn our story. Prompt shipment.

THE CONSOLIDATED MANUFACTURING COMPANY

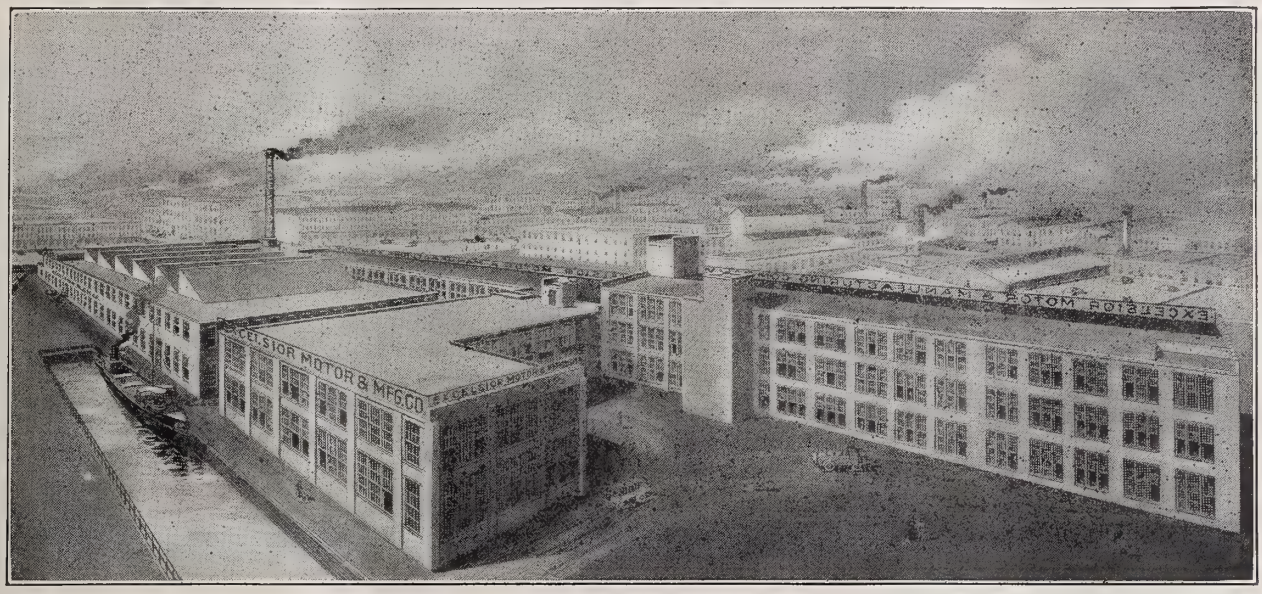
1709 Fernwood Avenue, TOLEDO, OHIO

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of Every Description.

DISTRIBUTORS—Hub Cycle Company, Boston, Mass.; Alexander-Seewald Company, Atlanta, Ga.; Pacific Coast Rubber Co., Tacoma, Wash.; Bean Son Co., Oakland, Cal.; Scott-Hamburger Tool & Supply Co., Denver, Col.; Keyser Fry, Reading, Pa.; Kelley-How-Thomson Co., Duluth, Minn.; Pacific Coast Rubber Co., Portland, Ore.; Wm. H. Hoegee Co., Los Angeles, Cal.

The Factory Behind the Product

A strong plant is never grown in barren soil and the quality of any product is dependent upon the facilities for its manufacture.



The factory producing the

EXCELSIOR AUTO-CYCLE

is beyond question the most thoroughly equipped and complete motorcycle factory in the world.

With the buildings just finished, the total floor space is slightly over 190,000 square feet and the machinery and equipment is the best obtainable.

A comparison of these facilities with those of factories with a limited product or building only a part of the machine will clearly indicate one of the reasons for

EXCELSIOR SUPERIORITY

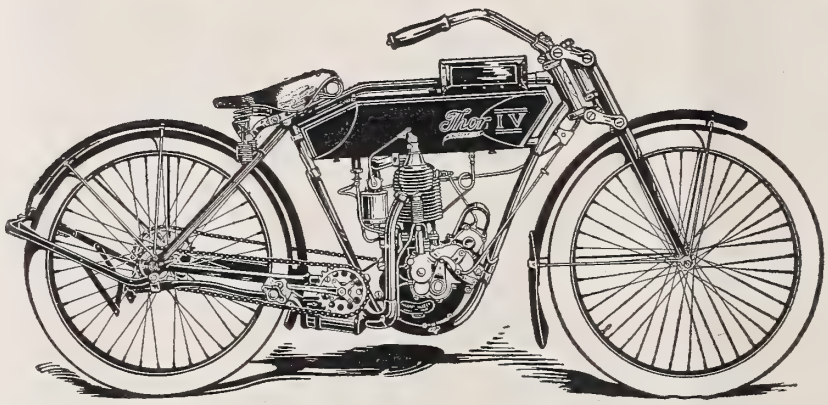
Three models for 1911 — two Singles and a Twin. All described in Catalog C-11. Write for it today.

EXCELSIOR SUPPLY COMPANY

400 W. Randolph Street CHICAGO, ILLINOIS

San Francisco Branch—361-363 Golden Gate Ave.
Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.

Thor IV Motorcycle



With a Free Engine Multiple Disc Clutch That Runs in Oil

The Thor Free Engine Clutch is now perfected and will be equipped on all Thor Chain Drive Models in the future.

This clutch is designed after the same principle used in the famous Thor Coaster Brake. It is perfect in action and principle of construction.

The undergeared chain transmission as used on the Thor Motorcycle is the only ideal motorcycle transmission on any motorcycle. Past records prove that Thor Motorcycles are without an equal. Just read the road news and be convinced.

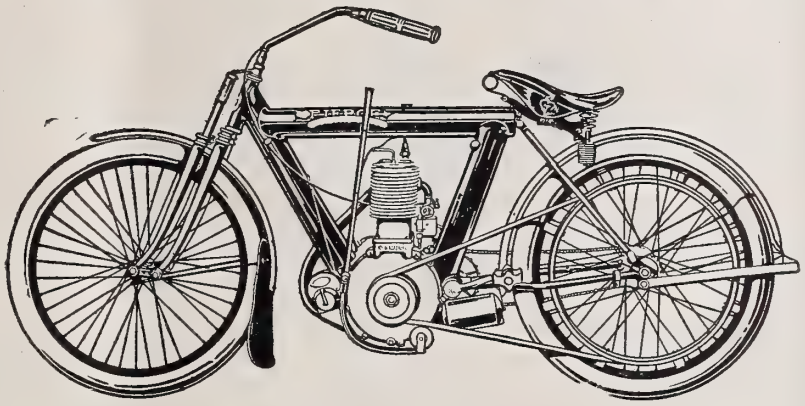
Thor Motorcycles won the Chicago Motorcycle Club Endurance Contest held May 7th. Best individual and team average defeating 7 H. P. twins of several makes. They also won the Savannah Motorcycle Club Endurance Contest held April 26th.

Examine the Thor with Free Engine Clutch. Do it now.

AURORA AUTOMATIC MACHINERY CO., Thor Bldg., Chicago, Ill.

It's What the Riders Say!

One Cylinder



Four Cylinder

(Letter written by R. B. Whitehead of the Whitehead-Hoag Co. to the Pierce agent in Newark. Similar letters come to us daily from all parts of the country.)

Newark, N. J., May 2d, 1911.

MR. FRANK MEYER, Mgr.,
Motorcycle Dept., L. J. Wurth Company

Dear Frank:--I think you will be interested in knowing my experience with the single cylinder Pierce on the club run to Hackettstown Saturday and Sunday.

The machine is the most satisfactory hill climber I have ever ridden. Hills like Schooley's Mountains, Mt. Pleasant Avenue, North Field Road and Eagle Rock were negotiated with no effort on the part of the motor. The Pierce was the only single that went up without being pushed or pedalled.

I made it a point to stop in the steepest part of Eagle Rock hill with the engine free by loosening up the belt. I then started again, and picked up speed so rapidly that it was necessary to cut off the power at the last turn in order to make it.

This statement may surprise you, but if at any time you wish to take a ride up there, I will "show you." The motor will not heat up, and always has a jump.

I don't think you people realize what a good selling proposition you have in this single. It would be well worth your while to feature it. Its unique design and simplicity in addition to its unusual power, to my mind, puts it far ahead of any other single, and I have ridden them all.

Again thanking you for your favors, and assuring you I shall always be pleased to speak well for the single Pierce, demonstrate it, and boost it, I am,

Sincerely yours,
R. B. WHITEHEAD.

The merits of our product are thoroughly exploited in catalog "A" copy of which will be gladly sent on request.

THE PIERCE CYCLE COMPANY

BUFFALO, NEW YORK

Pacific Coast Branch—Oakland, Cal.

There is no agency so valuable as the Pierce. If you are a dealer in unoccupied territory, ask for our proposition "The Agency That Pays."

FISK
BICYCLE
TIRES

The Quickest Selling Line on the Market

THESE tires are their own best advertisement. Thousands are weekly shipped out as Standard Equipment from the factories making Iver Johnson, Pope, Pierce, Yale, Emblem, and Snell bicycles.

50% of the high grade bicycles in 1910 were Fisk Equipped. Makers and riders have profitted by the experience. This year more than 75% of the medium and high priced wheels carry Fisk Tires.

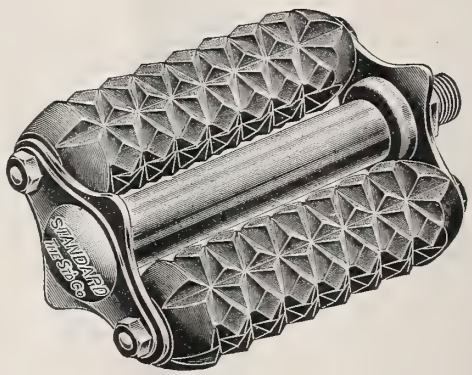
DEALERS wishing to work along the line of least resistance should write for our new illustrated catalog and trade prices.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Twenty-nine Cities

From the feet up, there is resilient comfort in the



No. 3 Standard Motorcycle Pedal

Plenty of rubber, of the kind that lasts a long, long time without wearing out or getting hard. Deep corrugations so that the foot clings to the pedal. The No. 3 Standard Motorcycle Pedals sell for $3 per pair.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

Send for descriptive circulars

The Standard Co.

TORRINGTON, CONNECTICUT

POPE BICYCLES



The Big Four

COLUMBIA — RAMBLER
CLEVELAND — TRIBUNE

Heavy Demand for Our High-Grade Wheels



THE returning popularity of the bicycle—a spontaneous movement of great magnitude—is being felt everywhere this season in an enormous demand for Pope Bicycles. We take this opportunity, therefore, of advising dealers to stock up for the still larger demand which is sure to come with better weather and settled roads. The prospects for a large vacation trade are splendid and there is every indication that the buying season will extend through the summer months.

If you are already a POPE DEALER, don't fail to stock up; if not, take our advice and become one. Don't neglect this opportunity. Our bicycles will boom your business. Write for catalogues and terms.

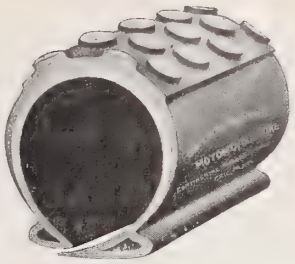
THE POPE MANUFACTURING COMPANY, Hartford, Conn.

Pennsylvania
BICYCLE TIRES

For 1911

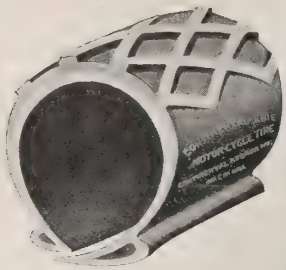
in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



Anti-Slip Tread

Continental-Erie Motorcycle Tires



Safety Tread

Are the Safest Equipment for Your Motorcycle

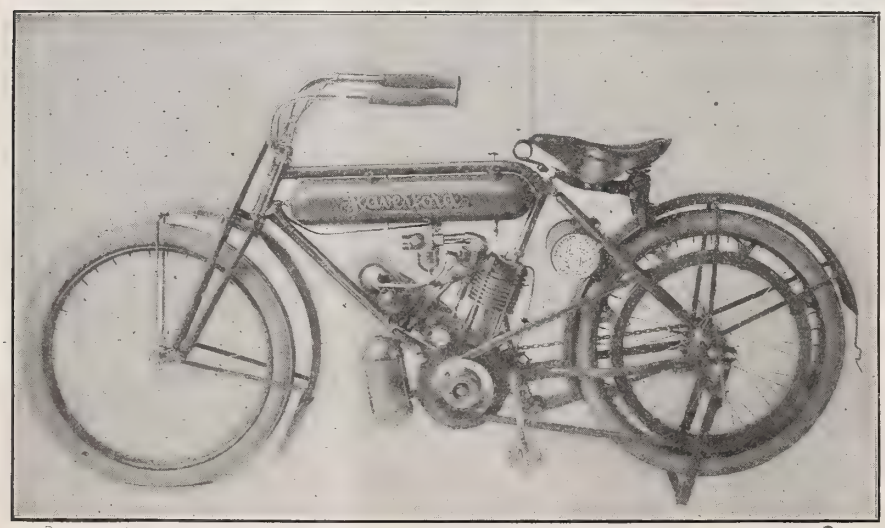
Built like an automobile tire with three plies of Sea Island Fabric and a heavy tread they will satisfactorily meet every requirement of a motorcycle tire.

Ask Your Jobber — He Knows

CONTINENTAL RUBBER WORKS, Erie, Pa.

New York Branch—35 Murray Street

The Haverford



Haverford Cycle Company

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.
427 10th ST., N. W., WASHINGTON, D. C. 763 MAIN ST., BUFFALO, N. Y.
945 BROAD ST., NEWARK, N. J. 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

Sets a New Standard of Motorcycle Value

¶ You don't have to take our word for it either. Here is tangible proof:

$185

Includes:
Bosch Magneto
Schebler Carbureter
4 Horsepower Engine

$150
with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

¶ Do you want to be a live agent or the satisfied owner?

¶ Catalogue or agents selling proposition on request.

1911 Models Now Ready

BROOKS BE'S

Be wise—and let no man persuade you to sell the saddle of inferiority.

In some things the second best may serve, but in the case of this fitment only the best—the

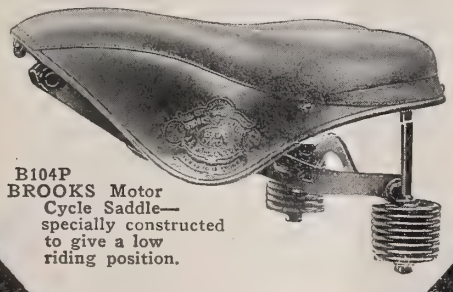
BROOKS—

the original and only genuine compound-spring saddle

can yield that perfect comfort which your customer desires.

Sole Agents for Cycle Saddles—
BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E. C.

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENG.



B104P
BROOKS Motor Cycle Saddle—specially constructed to give a low riding position.

A Trade-Winning Line of Motorcycle Tires

1911 Goodyear Motorcycle Tires—the largest line of motorcycle tires manufactured—is winning business on rock-bottom merit alone.

For each type of the five Goodyear tires is the longest-wearing tire of its kind. Hence each produces mileage at a fraction of the cost riders must pay for mileage with other tires. Consequently Goodyear tires in the end are the cheapest—and the first cost is no more than commonplace tires.

GOODYEAR
Motorcycle Tires

The Goodyear line this year comprises five types of tires—one to fit every road condition which the motorcyclist encounters.

The man who rides for recreation—who encounters **give and take roads**—gets utmost tire value from the Goodyear Corrugated Tread Tire. For pleasure-riding, our Corrugated Tread Tire is king of them all.

For all-the-year-'round business travel over muddy roads—for endurance runs—the self-cleaning Goodyear Studded Tread Tire is supreme. The studs are farther apart than on ordinary tires, so that this tread cleans itself.

On slippery brick and asphalt pavements the Goodyear Non-Skid Checkerboard Tire is the only efficient tire of its kind. The contact of its tread with the street forms a vacuum, which insures forward traction and absolutely prevents skidding. On wet streets the Goodyear Non-Skid is the absolutely effective non-skid tire. Chicago's Motorcycle Policemen all ride on Goodyear Non-Skid Tires, to the exclusion of every other so-called non-skid tire.

For racing events there are two types of Goodyear Blue Streak Tires—the combination tread for dirt tracks and the plain tread for the saucer. Blue Streak Tires hold the world's time record—92 miles in 1 hour 6 minutes and 35 seconds, by DeRosier, at Los Angeles, February 7th.

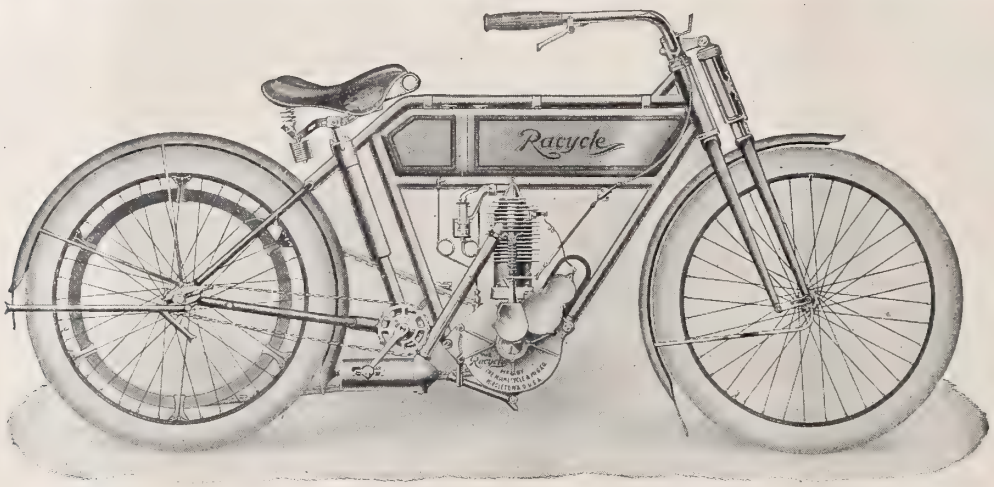


Our extensive advertising, our sales promotion campaign and the sterling worth of every type of Goodyear tires is making this splendid line a highly profitable proposition for dealers and agencies. For trade quotations please write us at once. Address

The Goodyear Tire & Rubber Co.
Moal Street, Akron, Ohio [227]

Branches and Agencies in 103 Principal Cities

Quality Means Economy—"Racycle" Means Both



It's Not What We Say
It's What the Machine Does that Proves

Free Engine Clutch or Idler

THE Racycle

Spring Seat Post and Forks

A Great, Big Winner

Read what C. A. Fenn, of Bloomington, Ill., says:

"What I think of the Racycle Motorcycle can all be summed up in very few words. You are one or two years ahead of the rest of them and you have them beat to a stand still. The Racycle Clutch, Spring Saddle Post, and Control simply make the average prospective customer forget that there is anything else made that is called a Motorcycle."

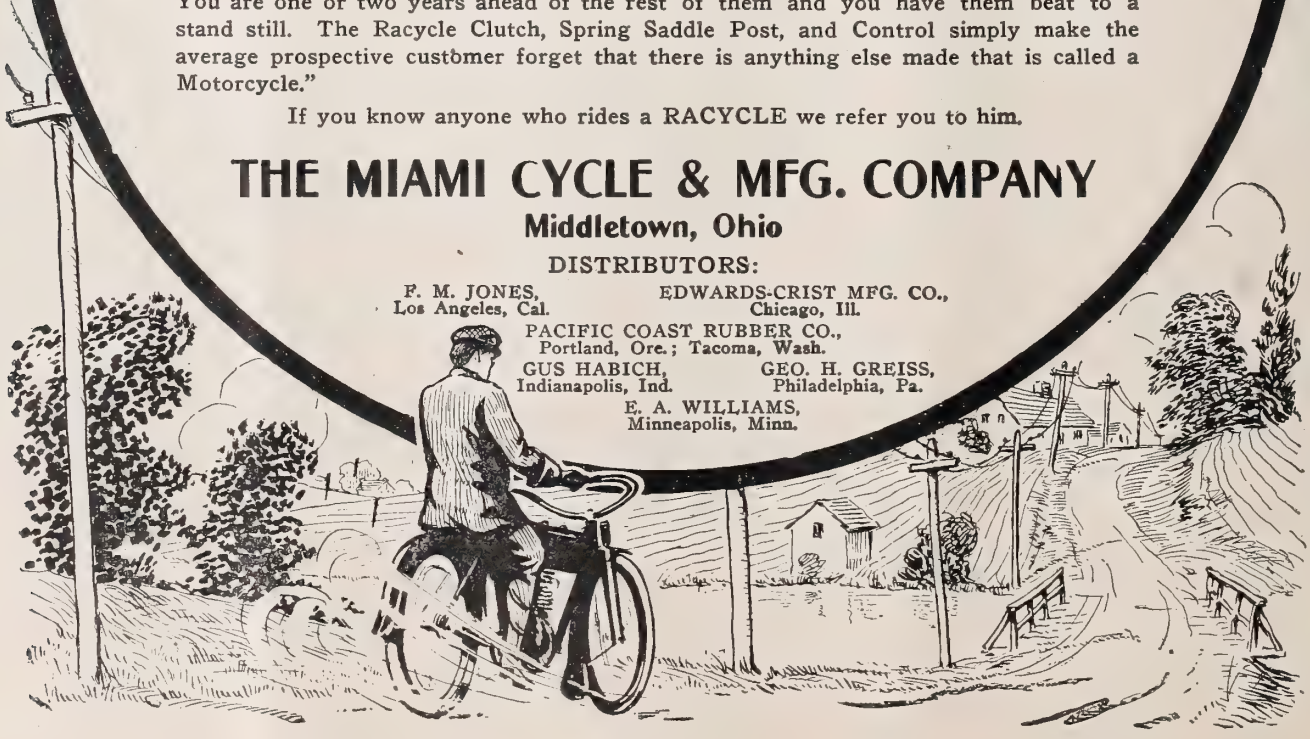
If you know anyone who rides a RACYCLE we refer you to him.

THE MIAMI CYCLE & MFG. COMPANY

Middletown, Ohio

DISTRIBUTORS:

F. M. JONES, Los Angeles, Cal.
EDWARDS-CRIST MFG. CO., Chicago, Ill.
PACIFIC COAST RUBBER CO., Portland, Ore.; Tacoma, Wash.
GUS HABICH, Indianapolis, Ind.
GEO. H. GREISS, Philadelphia, Pa.
E. A. WILLIAMS, Minneapolis, Minn.



THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, May 13, 1911. No. 8

MERKEL AND MIAMI MERGER ON

Negotiations Practically Concluded for Combining Motorcycle Manufacturing Interests—Compelling Reasons.

Negotiations looking to the merging of the Merkel-Light Motor Co., of Pottstown, Pa., makers of the Flying Merkel motorcycle, with the Miami Cycle and Manufacturing Co., of Middletown, O., makers of the Racycle motorcycle and bicycle, which have been in progress for some little time, this week reached a point where they are practically concluded, although the details of the alliance or merger are not fully completed as yet. The plan involves the transplantation of the Merkel equipment and manufacturing activity from Pottstown to Middletown.

Many considerations have influenced the Merkel company to consider the new alliance and combination. The company's business has been such that it has greatly outgrown the factory facilities afforded in Pottstown, and the latter place offers no inducements for the company to stay. In addition, the scarcity of skilled labor in Pottstown, and the poor express and freight accommodations have presented difficulties. It is probable that the removal of the company from Pottstown will not take place until next fall, after the 1911 manufacturing season is over, but in time for an early start on 1912 production.

Free Engines for All Chain Thors.

That all chain driven Thor motorcycles hereafter offered by the Aurora Automatic Machinery Co., of Chicago, Ill. will be equipped with the Thor free engine clutch, is the announcement made this week by Sales Manager H. T. Roberts, and the announcement is such as to be of vital interest not only to Thor agents but also to the motorcycle trade in general. The clutch is of the multiple disk type, and is designed on the same principle that has been successfully employed in the Thor coaster brake.

The entire mechanism runs in oil, and, according to Roberts, "will absolutely last a lifetime." There are four sets of ball bearings, and the safety margin provides for a strength four times greater than any calculable strain. After an extended period of development and test, the clutch is now in approved form, as part of the regular Thor equipment.

Macon Dealers Add to Their Line.

The Motorcycle & Supply Co., of Atlanta, Ga., is to handle the Thor in addition to the Merkel motorcycle. The company has enlarged its quarters and now has a good sized show room at 42 Walton street, opposite the new postoffice.

Handling Racycle in Cleveland.

The Bailey Company, of Cleveland, O., has become an active element in the retailing of motorcycles in the Forest City. It has obtained the Racycle agency and is conducting a lively campaign.

Kilham Changes Quarters in Beverly.

Joseph F. Kilham, who handles the Yale and the Indian motorcycle in Beverly, Mass., has moved his store from Railroad avenue to a new location. He is now at 55 Broadway.

Cooper Gets Wagner for Columbus.

W. R. Cooper, of Columbus, O., has obtained the agency in that city for the Wagner motorcycle. His establishment is at 45 West Main street.

RELIANCE FACTORY CLOSES DOWN

Creditors Asked to Await a New Adjustment — Technical Difficulties in the Product.

The Reliance Motorcycle Co., of Owego, N. Y., manufacturing the Reliance motorcycle, has closed its works for an indefinite period, and at the same time is asking for further leniency from its creditors who hold its obligations following its reorganzation last fall. The reason assigned for the closing of the works is that certain technical deficiencies have been found in the new motor of the 1911 Reliance model, and the company does not wish to put out machines until all faults have been corrected.

It is claimed that in all preliminary tests the motor designed for the 1911 model made an entirely satisfactory showing, and that long trials on the road during the winter months disclosed no defects in either manufacture or design, but that with the coming of warm weather, trouble was experienced in overheating. Until all difficulties with the motor have been corrected, no machines will be put out. Pending such time as the company again resumes manufacturing and will be on its feet as a going concern, the creditors will be asked to accept a new adjustment, the terms of which will shortly be made known to them.

Rollins Changes Firm Name.

The Rollins Bicycle Co., of Beaumont, Tex., has changed its name and has become the Rollins Supply Co. Eli Rollins is still manager and sole owner. The company handles bicycles and motorcycles, and is located at 521 Pearl street.

Jenkins Takes New Business Home.

After being located at 10 W. 60th street, New York City, for nine years, George P. Jenkins, one of the veteran motorcycle dealers of the metropolis, last week took a new store at 256 W. 55th street. When Jenkins is settled in his new home he will have one of the largest and best appointed exclusive motorcycle establishments in New York. It is situated next to the Automobile Club of America annex in the heart of the motor car district. The building where Jenkins now is has just been entirely renovated and refinished, and he occupies the first floor and basement. The floor space is 25 x 100, and the street floor will be devoted to salesrooms, office, used motorcycle display room, parts department and repairs. The quarters are well lighted and there is an excellent front display window. The basement will be used for storage and surplus stock, and is served by a large elevator with outlet direct to the street. Jenkins handles the M-M line exclusively, and his establishment also will be the headquarters of the New York Motorcycle Club. Much motorcycling history was made at Jenkins's old stand, for at various times it was the headquarters of the Metropole Cycling Club and the New York Motorcycle Club. Several of the early national endurance contests, as well as many local events, have started from the place, which is but a step from Columbus Circle.

Grady Offerings Shown Graphically.

With 92 pages describing and illustrating bicycles, motorcycles and all sorts of bicycle and motorcycle accessories, the 1911 catalog of J. W. Grady & Co., of Worcester, Mass., is in itself an impressive evidence of Grady activity. New England bicycles, fathered by the Grady company are given a conspicuous place, together with Hudson and Dayton bicycles. In the motorcycle field the Harley-Davidson is the offering, as the company has the New England agency for this machine, with the exception of one or two cities. The offering of bicycle accessories and tools is unusually complete.

Lister Acquires Merkel Agency.

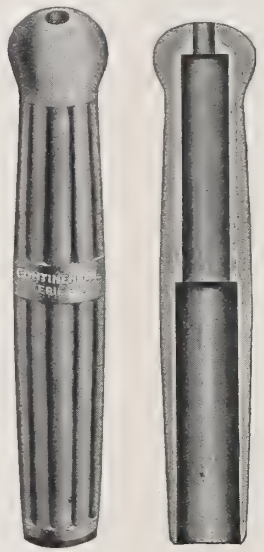
The Lister Motorcycle Co., of Cleveland, O., has taken the Merkel agency, which was released as the result of business difficulties experienced by the Morse Motor Sales Co., of that city, a new firm which had taken the Merkel line. The Lister company also handles the Harley-Davidson.

Jerseyites Want Printed Matter.

All manufacturers and dealers who wish to do business with the members of the New Jersey Motorcycle Club of Newark, N. J., are invited by the club to forward catalogs and other printed matter for the club library. Dealers in the Metropolitan district and in New Jersey are asked to forward their business cards to the club. H. N. Davis, the secretary of the club, is located at 321 High street, Newark, N. J.

Fabric Strength in Long Grips.

Taking account of the possibility of accident were a motorcycle handlebar grip to break off at the end of the bar, the Continental Rubber Works, of Erie, Pa., has brought out a form of long rubber anti-vibration grip in which there is an inner lining of fabric throughout, which makes the grip tough and strong. With this construction, it is claimed, it is impossible for the grip to break off at the end of the bar. The exterior and interior of the grip, respectively, are shown in the accompanying



illustrations. The relief part of the grip, which is not supported by the bar itself, is naturally subject to considerable strain, and to provide for this there are built up several plies of fabric. It is impossible for the end of the bar to cut the grip, as the grip at that point is of solid fabric. The rubber is soft and resilient, as the fabric gives the grip the strength and firmness that otherwise could be obtained only by the use of stiff, hard stock. The grips are packed in neat boxes, containing one pair each, and for quantity orders special labels are printed if desired.

Diamond Takes to the Motorcycle.

In addition to making motorcycle tires, the Diamond Rubber Co., of Akron, O., has become a motorcycle owner itself, by the purchase of a 4 horsepower Excelsior for the use of D. B. Dodd, general route manager of the Diamond company's advertising crews. There are seven of these crews working throughout the United States from Maine to California, each crew equipped with a motor truck or light delivery wagon, and consisting of a manager, chauffeur and from seven to ten sign painters. In following these crews and inspecting the work they have done, Dodd finds his motorcycle indispensible. Without any hesitation the Diamond company decided on Diamond tires for the equipment of the machine.

Has Vacuum Cups for Non-Skidding.

First announced during the time of the New York motorcycle show, a new motorcycle tire, with non-skid rubber cups in the tread, is being placed on the market by the Pennsylvania Rubber Co., of Jeannette, Pa. It is styled the vacuum cup tread tire, and resembles the vacuum cup automobile tire made by the company. The tread is formed of a series of cups molded in the rubber, which are designed to form sufficient suction with a wet road surface to prevent skidding in any direction. On a dry surface the cups do not have the suction action. The suction, while preventing side slip, does not in any way retard the rolling of the tire, as each cup is released by the turning of the wheel. In mud the cups give added traction, as they are imbedded in the soft roadway so that their sides obtain a strong hold. The quality of the materials in the vacuum cup tire is exactly the same as that in the automobile tire of the vacuum cup type. On account of the additional cost of manufacture, the price is somewhat higher than for the ordinary corrugated tread, but the advantages afforded by the vacuum tread are claimed to compensate for the additional first cost.

Goodby Issues a Big Year Book.

"Everything for bicycle builders and dealers" is part of the slogan in the foreword of the 1911 bicycle and motorcycle supply catalog of Albert E. Goodby, Providence, R. I., and the illustrations and descriptions contained in the 108 pages of the book well indicate how fully the Goodby array of goods support the slogan. The catalog is in a handsome light blue cover, and its first pages are devoted to Royal and Oxford bicycles, together with children's velocipedes and tricycles. Standard makes of bicycle and motorcycle tires follow, including Goodby's own bicycle tire offerings, such as the Overland and the Goodby single tube. The balance of the catalog shows bicycle and motorcycle accessories, fittings, parts and tools.

For Persuading Police Departments.

"Enforce Your Ordinances," is the striking title of a booklet that has been issued by the Hendee Mfg. Co., of Springfield, Mass., makers of the Indian motorcycle. Its purpose is to persuade the police departments of the various cities of the usefulness of the motorcycle in apprehending automobile speeders and in extending the work of the police department by providing rapid transportation. The book is filled with pictures and testimonials relating to the already successful use of Indian motorcycles in various cities.

Mark to Offer Kokomo Machines.

The Mark Auto Supply Co., 1505 Crawford road, Cleveland, O., is one of the comers in the ranks of the motorcycle dealers. It has taken the agency for the Kokomo motorcycle.

TRANSFORMATION AT R-S PLANT

Woods Applies Scientific Principles to Management—Remarkable Effects of Radical Changes.

How the application of scientific and expert business management to a motorcycle manufacturing plant may exercise a transformation that is little short of astonishing in its results is at present being exemplified in a striking way at Reading, Pa., in the factory of the Reading Standard Co., where R-S motorcycles and Reading Standard bicycles are manufactured. Practically all of the more prominent motorcycle manufacturers are applying advanced principles and modern systems both to their fiscal and their manufacturing affairs, but in the majority of cases their present high efficiency in all departments is the result of evolution and has not involved the striking contrast in a short period that is found in the Reading Standard situation.

Following the complete reorganization of the affairs of the company last December, when the chief creditors of the concern agreed to accept preferred stock of the company for their claims and came into control, the general management of the company was placed in the hands of Clinton E. Woods, who had been manager under the receiver and who enjoyed a high reputation as an expert in factory and business management. What has been accomplished since then in bringing a badly disorganized plant to a remarkable state of efficiency and productivity, goes to support the reputation that Woods already had. The present condition and appearance of the factory indicate what has taken place, while the actual record of manufacturing results is an eye-opener to those interested in the manufacturing problem.

When the reorganization was effected and Woods was given rein to go ahead with his plans, his first step was to take a minute inventory of every bit of physical property in the plant. The inventory was of such a character that an analysis of it enabled him to make a thorough housecleaning. Tools, machinery, equipment, parts and material that were defective, useless or unnecessary were disposed of or scrapped, leaving only the useful and necessary. The machinery was rearranged on the floors so that manufacturing processes might follow each other in orderly succession, avoiding as far as possible the frequent backward and forward carrying of parts and materials from one part of the plant to another, and aiming for the general effect of having raw material enter at one end of the building while the finished products come out at the other end.

One of the most apparent and radical improvements was effected in the assembling department, where previously there had been much confusion and turmoil. The problem was well thought out, and a system was provided whereby the assembling now proceeds in regular stages, with all necessary parts arranged readily to the hand of the assemblers, so that they can accomplish their work with a minimum of lost motion or wasteful hunting, fitting or sorting. The manufacture and inspection of all parts was brought to a point where absolute interchangeability is obtained, and no time is lost in assemblers having to correct misfits or to match parts for oversize or undersize.

In the stock room a sweeping reform was made, and, as described by one visitor, the stock room is now "a model of good business housekeeping." One of the first steps was to bring the supplies of all the various parts and materials up to their proper proportion, so that manufacturing would not be interrupted for the want of this or that. This proportion once obtained, a perpetual inventory and automatic alarm system was installed, so that at all times the exact quantity of any given article or class of material in the stock room is known, and when the supply begins to fall short of the proper proportion in relation to the whole, the system gives adequate warning, so that more may be ordered in ample time to prevent a shortage that would hold up production.

No less than $100,000 worth of stock parts and materials are to be found as the normal aggregate in the stock room. Of this a part is a reserve for earlier models of R. S. machines, so that old customers of the company will not be left in the lurch for repairs or replacements on machines of past years.

Although radical changes were made in the physical conditions and arrangements of the factory, these changes were made with the introduction of as little "red tape" as possible, the policy being for simplification rather than complication. Where system and record keeping was introduced, it was for the purpose of saving effort and accomplishing "short cuts."

In regard to the employes or the "human element" in the factory, Woods altered the personnel of the organization as little as possible, and there was no such wholesale firing and hiring as had been expected. He accepted the men as he found them, and bent them to his plans. An early step in his scheme of increasing their efficiency, was the raising of the pay of 28 of the head men constituting his corps of lieutenants, to stimulate their interest and loyalty, a measure that was actuated purely for reasons of factory economy.

With a late start for the season of 1911 and the introduction of changes that in themselves required considerable time for their being put into effect, the factory already has delivered over 300 R-S motorcycles, and is putting out 20 motorcycles and 50 bicycles per day, a rate of production completely overshadowing the greatest per diem production in any previous year of the company's history. Furthermore, this has been brought about with apparent ease and smoothness, and without a material enlarging of the factory or the operating force over what had obtained before.

Next in order are the plans that are being laid for the equalizing of factory production throughout the year, to avoid the "season" rush of production that involves a subsequent waste period of slack and idleness. To carry out such a policy of production equalization requires that early provision be made for the succeeding year, in the stocking of parts and materials necessary to carry on manufacture during the fall and winter months, and steps to this end already are being taken.

Back Rests and Saddles Described.

Not only for the motorcyclist interested in the saddle proposition, but also for those who are looking for motorcycle trunks, carrier bags, panniers or cases for the carrying of spares and tools, the "motorcyclists' edition" of the "Brooks Book" for 1911. issued by J. B. Brooks & Co., Ltd., Great Charles street, Birmingham, England, is likely to prove helpful in the selection of equipment. Back-rests for motorcycle saddles are one of the novelties included in the catalog. They give an easy-chair effect to an ordinary saddle. The full line of Brooks saddles is shown, from the broad seat with heavy padding and compound springs to the models that are very light and those that are very low, the latter being especially designed for riders who wish to get the seat position as low as possible.

Human Types that Match Models.

Two unusually complete and handsome catalogs have been issued by Rudge-Whitworth, Ltd., of Coventry and Birmingham, England, manufacturers of bicycles and motorcycles. The motorcycle catalog shows Rudge-Whitworth construction in detail, with pictures, while the bicycle catalog is distinguished by a series of photographic half-tone illustrations, showing the various types of riders for which the different models of machine are intended. These riders include boy scouts, girls with tennis racquets, business men and a few lords, vice-roys and cabinet ministers thrown in for good measure. Both catalogs contain many pages relating to parts and accessories, and the bicycle catalog has a large diagram showing every important part of the bicycle.

Hughes Joins New Departure Forces.

Frederick Hughes, who for the past six years has been the chief engineer of the Driggs-Seabury Ordnance Corp., of Sharon, Pa., has joined the engineering staff of the New Departure Mfg. Co., Bristol, Conn. His activities will be chiefly in connection with the company's production of ball bearings.

THE CORBIN SCREW CORP.
CORBIN
NEW BRITAIN, CONN. U.S.A.

"That Brake" is a Corbin

Flint, Michigan.

MR. L. SMITH, Indian Agent,
Flint, Michigan.

Dear Sir:--As per your inquiry concerning the machine and equipment bought of you last year will say I have not had the least bit of trouble of any kind, with the exception of punctures, and the machine is in A No.1 shape at present.

About that brake--say, it certainly is a dandy. I can stop at any old time or place and feel perfectly safe all the time.

I have ridden 4,476 miles, according to the cyclometer.

With best wishes, I remain,
Yours truly,
(Signed) CLARENCE MANIES.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONNECTICUT

Licensed Coaster Brake Manufacturers

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Founded 1877

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NEW YORK, MAY 13, 1911.

Recruiting on Rival Club Runs.

There is a grand opportunity for motorcycle club membership committees to do some effective recruiting for new members by taking in open runs of their own and other clubs. These runs generally attract many of the new as well as several old riders who are unattached and who could be induced to join a club if the advantages of such affiliation were properly and attractively presented to them.

Some motorcyclists after having joined a club become dissatisfied with some features of it and would join some other club having a different way of doing things. These riders offer one class of prospects whom membership committeemen of other clubs can search out and work on. Then there are other riders who have the joining habit and are ready to add to their club affiliations whenever a good club seeks them.

While such recruiting methods to some may seem questionable and a breach of club ethics, this is not so, and it is perfectly proper for any club to solicit new members on any run or competition whether it be promoted by itself or another club. A club which has more to offer its members than some other club cannot be blamed for presenting these advantages to desirable prospects whom it seeks to enroll, and on the other hand, a motorcyclist who finds that he can obtain more benefits from a club other than that to which he already belongs, is perfectly justified in identifying himself with the new club even at the cost of resigning from the others. Membership recruiting in motorcycle clubs is a business proposition, and the club that has the most to offer cannot justly be criticized if it lures to its ranks members of other clubs, as its advantages become better known.

Flouting Sanction Requirements.

Motorcycle clubs that contemplate running unsanctioned events, not because of the cost of a sanction but on the ground that they do not think a sanction should be necessary for an open run, should take a hint from the experience of the New York Motorcycle Club in connection with its Southampton run. When the plans for the run were drawn the club decided to dispense with a sanction because it never before had been required to have one.

Nothing happened until the eleventh hour, when the chairman of the F. A. M. competition committee suddenly became active and threatened to outlaw the contest and suspend all riders who participated in it, if it were held without a sanction. Even this threat did not bring the club to terms, but it had a salutary effect on the riders. Many of them, when they learned that no sanction had been obtained, were indignant that they should have been put to expense in coming from out of town to compete in an event that they understood was sanctioned, when it was not, and that they would be suspended if they rode.

On the morning of the run, when many riders refused to start if no sanction were obtained, the club officials backed down and procured a sanction. The club claimed that its objection to securing a sanction was a matter of principle based on precedent. The chairman of the competition committee asserts that when he makes new rulings that are designed to improve competition, they must be obeyed regardless of precedent. He takes the stand that if his rulings and his interpretations of the rules are obnoxious to clubs, they should obey them under protest, and bring the matter before the national assembly at Buffalo for final decision.

The chairman asserts that a club is not justified in taking the law in its own hands and running its events as it chooses if it does not concur with his rulings. In this contention the chairman seems to be in the right, and it would seem to be the wisest policy for clubs to obey under protest any rulings which they do not like, and to ask the national assembly to hear the case. A disposition to obey the rules first, and take an appeal if they are distasteful, will gain not only friends but concessions.

Selling "Service" as Well as Machines.

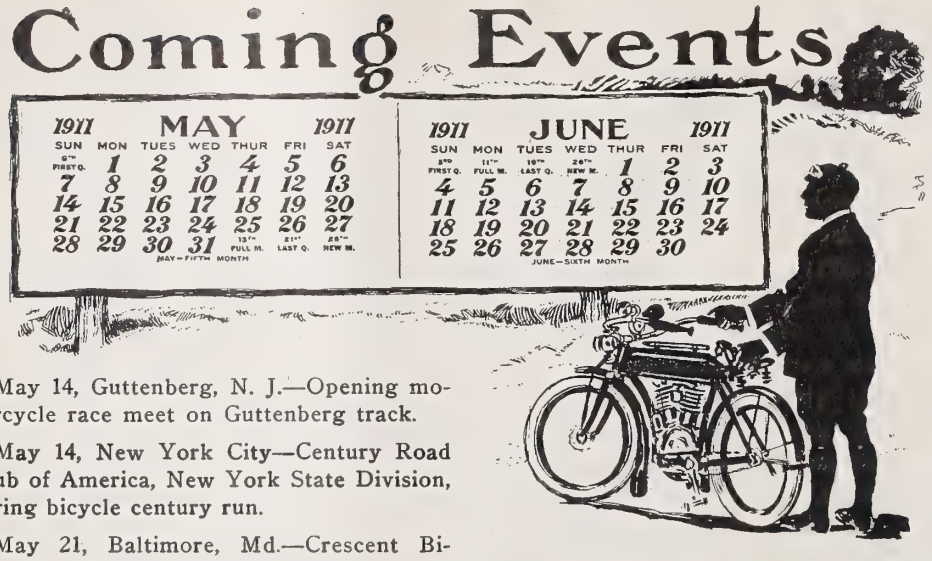
Purchasers of new motorcycles no longer are satisfied to regard the transaction closed with the exchanging of cash and machine. They expect not only good service from the machine but also good service from the dealer in the matter of quick delivery of parts for replacements, a full compliance with the terms of the guarantee in regard to the replacement of defective parts and gratuitous technical service in the matter of minor adjustments.

Just as "service" has come to be a prime consideration in the sale of motor cars, it also promises to loom large in the marketing of motorcycles, though of course not nearly to the same extent as with the four-wheeled vehicle. The agent is regarded as the proxy of the manufacturer, and is expected to fulfill to the letter all promises of the manufacturer, no matter how extravagant they may be.

As motorcycle purchasers become more discriminating, agents will find that the carrying of fairly complete stocks of parts or the ability to deliver any part on demand, the quick and liberal adjustment of any claims for replacements under the guarantee with a reasonable concession to the customer, if necessary, even though he is to blame for the damage, and a disposition to look over his machine occasionally and make whatever slight adjustments may be required, without charge, all will count for a great deal in keeping customers satisfied and in making new ones.

It is to the interest of manufacturers to co-operate with agents in keeping customers satisfied by seeing that their machines are kept running and that they give good service. The customer buys not merely a machine, but along with it a promise of several thousand miles of uninterrupted pleasure, and he has every right to expect and receive it.

Coming Events



May 14, Guttenberg, N. J.—Opening motorcycle race meet on Guttenberg track.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 21, Baltimore, Md.—Crescent Bicycle Club's spring 50 mile pleasure run.

May 21, Brooklyn, N. Y.—Invincible Motorcycle Club's 150 miles spring run on Long Island, north shore.

May 21, Baltimore, Md.—Century Bicycle Club's 50 mile run to Reisterstown.

May 21-22, Seattle, Wash.—Two day endurance contest of the Seattle Motorcycle Club to Vancouver, B. C., and return.

May 24, Toronto, Canada—Toronto Motorcycle Club's endurance run to London and return, 256 miles; open.

May 25, Zanesville, O.—Motorcycle races at fair grounds.

May 27, Akron, O.—Motorcycle races; open.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 28-29-30, Cleveland, O.—Three day endurance run of Cleveland Motorcycle Club.

May 28, 29, 30, Chicago, Ill.—North Shore Motorcycling Club's race meet at Hawthorne track.

May 28 and 30, Terre Haute, Ind.—Terre Haute Motorcycle Club's race meet; open.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Bridgeport, Conn.—Bridgeport Motorcycle Club's race meet.

May 30, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

May 30, Norwich, Conn.—Norwich Motorcycle Club's reliability run.

May 30, Detroit, Mich.—Racemeet of the Motorcycle Club of Detroit Wheelmen at State Fair track.

May 30, Springfield, Mass.—Motorcycle race meet of the Springfield Motorcycle Club, at the Springfield Stadium.

May 30, Elmira, N. Y.—Elmira Motorcycle Club's first summer race meet.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

May 30, Rome, N. Y.—Rome Motorcycle Club's 250 mile endurance run.

May 30, Wheeling, W. Va.—Ten mile bicycle road race; open.

May 30, Boise, Ida.—Boise Motorcycle Club's road races.

May 30, Salt Lake City, Utah—Eighteen mile bicycle road race.

May 30, Rockford, Ill.—Ideal Motorcycle Club's race meet at Driving Park.

May 30, Elgin, Ill.—Elgin Motorcycle Club's race meet at Wing Park.

May 30, Rockford, Ill.—Ideal Motorcycle Club's race meet at the driving park.

June 4, New York City—Concourse Motorcycle Club's fourth annual run to Savin Rock, Conn., and return; open.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles. Second section.

June 18, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

July 1, Waterloo, Ont.—Dominion cycle race championships.

July 3, Douglas, Isle of Man, Great Britain—Fifth senior international Tourist Trophy race; 187½ miles.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Jacksonville, Fla.—Jacksonville Motorcycle Club's race meet.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 10-15, Buffalo, N. Y.—Annual national convention and national championship race meet of the Federation of American Motorcyclists.

July 15, Rochester, N. Y.—Rochester Motorcycle Club's race meet at Crittenden Park.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

July 18-21, Alliance, O.—Motorcycle races at Rockhill track.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

Correspondence

Offer for DeRosier-Chapple Match.

Editor of the Bicycling World and Motorcycle Review:

If DeRosier and Chapple are sincere in their desire to get together in a match race at 500 miles, and in view of the fact that Mr. Hapgood, of the Hendee company, says that DeRosier will race Chapple on any track in the country, there is nothing that I can see that stands in their way, now that I have offered to stage the race here, to be held at Olympic Park track, and I will put up one-half the net gate receipts as a prize for the winner, or will split it any way the riders may decide.

We have held very successful meets here for the last three years, can furnish competent officials and a good track, with adequate facilities for riders and their attendants, and hope they will accept the offer that I have made.

C. E. HOLGATE,
123 Union street, Newark, N. J.

HART MAKES GOOD AT BENNINGS

Washington Meet Promoters Welsh on Motorcycle Race Prizes—DeRosier's Fee Sends Aviators Up.

What originally was scheduled to have been a three day motorcycle and aviation meet at Bennings track, Washington, D. C., on May 5, 6 and 7, shrunk to a one day affair, so far as the motorcycle part of the program was concerned. On the second day the riders went to the management and asked for the prizes for the first day. These were refused, it being said that no prizes would be delivered until the close of the third day. Thereupon they refused to ride any more and withdrew.

With competition from a horse show, the meet drew a small crowd on the first day and the aeroplanes did nothing, the motorcycles being the whole show. There were five races, and Frank Hart, of New York, who made his Indian debut, won two of them. He was beaten in a handicap, because the distance men were put too far in front.

R. K. Marsh, Indian, captured the ten mile handicap, and B. Feuerstein, Indian, was the winner in a three mile event. T. R. Dedge, Indian, won the novice. The track was ankle deep in sand and the best time made was a mile exhibition by Hart in 1:04. Jake DeRosier also was on the ground and wanted to ride some exhibitions, but when he modestly said that he would ride for $50, he was indignantly asked if he wanted "the entire gate." However, he rode some practice workouts with Hart and showed some of the local boys that the reports that he could not ride on a dirt track well were badly twisted.

Of the local riders, Mangold was good, and gave Hart some work to do to hold him off. Hart rode on the new Indian racer with both valves over the piston and also an auxiliary exhaust valve. The machine was altogether too fast for the track. When the riders declined to ride on the second day their entry blanks were handed to them. There was a crowd of 20,000 people on Saturday, and when it was announced that there would be no motorcycle races, many of them went out in disgust and demanded their money back. Glenn Curtiss and his aviators promoted the meet, but no responsible party could be found, for when the motorcyclists applied to any of the aviators about the prizes the air men disclaimed all knowledge of them and referred the inquirers to someone else. J. B. Anderson, one of the riders who acted as spokesman for the motorcyclists, found that the only prizes on hand were some cylinder oil, inner tubes, pedals and toe clips, although the program promised "handsome cups." As the meet was sanctioned, Chairman Thornley, of the F. A. M. competition committee, is investigating the evasion of the promoters and promises to make them sweat. Summary:

Ten mile open—Won by Frank Hart, Indian; second, M. A. Mangold, Indian; third, J. B. Anderson, Indian. Time, 13:39.

Three mile novice—Won by T. R. Dedge, Indian; second, William Denham, Indian; third, E. Isel, Harley-Davidson. Time, 5:01.

Five mile open—Won by Frank Hart, Indian; second, M. A. Mangold, Indian; third, J. B. Anderson, Indian. Time, 6:15.

Three mile open—Won by B. Feuerstein, Indian; second, R. K. Marsh, Indian. Time, 4:01⅘.

Ten mile handicap—Won by R. K. Marsh, Indian. Time, 12:30.

One mile exhibition—Frank Hart, Indian. Time, 1:04.

Forward Protest Against $5 Fee.

About 55 motorcyclists of New York City, representing three motorcycle clubs, held a mass meeting at Huber's Casino, Wednesday night, 10th inst., to protest against the provision in the automobile bill introduced by Senator White which includes motorcycles and provides registration, numbers and penalties for them. After discussion, on motion of Stanley Thorpe, seconded by W. A. McClellan, a protest addressed to the chairman of the rules committee at Albany, against motorcycles being included in automobile legislation was drawn up by C. L. Frobisher, of the Concourse Motorcycle Club. The protest was signed by all present and will be forwarded to the committee. It now appears that all that can be done for motorcyclists has been done and their fate rests with the rules committee. Any further protests against motorcycle legislation should be addressed to Senator White, chairman of the senate committee on internal affairs, with the request that he transmit them to the rules committee. Senator White is the father of the bill which includes motorcycles, but it is understood that he is willing to have them excluded. They were included at the request of the secretary of state, who thought that they should contribute to the state revenue.

Goerke's Leg Now Mending Well.

All fears that Walter Goerke, the Brooklyn motorcycle racing man, who sustained a triple fracture of the left leg in the Long Island Motor Parkway road race on April 2, would be permanently crippled were dispelled last week when the surgeons at the Bethany Deaconesses hospital in Brooklyn removed the copper plate which had been attached to the broken bones and found them knitting nicely. Goerke was removed to his home, 1155 Bushwick avenue, on Thursday, 11th inst., and his leg is mending so well that he expects to be about on crutches in about a month.

GRAVES SLIDES AT SANTA ROSA

Goes Sprawling in Neck-and-Neck Finish with Collins and Seymour—Two Days of Racing.

Sliding for home, the apoplectic moment in a baseball game, fades into insignificance as a thriller in comparison with the slide for the finish which M. J. Graves, the Merkel speed merchant, took while riding at better than a mile a minute in the motorcycle races at Santa Rosa, Cal., on Sunday, 7th inst. Riding neck-an-neck with Seymour and Collins, Graves rubbed wheels with the former in the home stretch, about 15 yards from the finish, and in a flash he was dismounted and hurled along the ground, coming to a stop 30 yards beyond the line. His usual good luck was with him and aside from bruises he was unhurt.

Seymour won the race, and Graves received compensation for his plow imitation by being given second. Collins protested against this, but was overruled. Elbow-rubbing riding was the rule in the motorcycle events, and they easily were the feature of the two day meet which began on Saturday, and was conducted by the Santa Rosa Automobile Association.

Collins won a five mile race on Saturday, beating Graves and Seymour by less than a length. In the next race, a three mile open, Graves collected first money, with Collins second and Seymour again in the rear. In this race Graves made the fastest mile of the meet, 49¼ seconds.

To make up for his poor showing on Saturday, Seymour made a clean sweep on Sunday, taking both of the handicaps. Graves slid in second in the three mile and Collins occupied that berth in the five mile. The races were run on a mile dirt track. All of the riders were professionals and their visit was in the nature of a quiet pot hunt, for Collins, Seymour and Graves gathered everything. George Renel, the Paris "wizard," who has switched to a Curtiss, was a consistent tailender. Summary:

Saturday, May 6.

Five mile open—Won by W. G. Collins, Indian; second, M. J. Graves, Merkel; third, Ray Seymour, Indian. Time, 4:41⅘. Fastest mile, by Seymour, 50 seconds.

Three mile open—Won by M. J. Graves, Merkel; second, W. G. Collins, Indian; third, Ray Seymour, Indian. Time, 2:48. Fastest mile, by Graves, 49¼ seconds.

Sunday, May 7.

Three mile handicap—Won by Ray Seymour, Indian; second, M. J. Graves, Merkel; third, W. G. Collins, Indian. Time, 2:28½.

Five mile handicap—Won by Ray Seymour, Indian; second, W. G. Collins, Indian; third, George Renel, Curtiss. Time, 4:53⅗.

FRACTIONS CHIP CHICAGO SCORES

Matthews the Only Perfect Score Man in Semi-Annual Reliability—Bernard Gets Second Honors.

Hot competition marked the Chicago Motorcycle Club's semi-annual reliability run over the Chicago-Elgin-Aurora triangle course on Sunday, 7th inst. In a field of 28 starters, including some of the best road riders of the Middle West, only one perfect score was made and that was earned by E. W. Matthews, on a 4 horsepower Thor. The fact that Matthews was the only perfect score does not mean that he won hands down, for his margin of victory was but one point. Harvey Bernard, 7 Merkel, ran second with a score of 999 points. He fell from mathematical grace in the technical examination to which the machines were submitted at the finish.

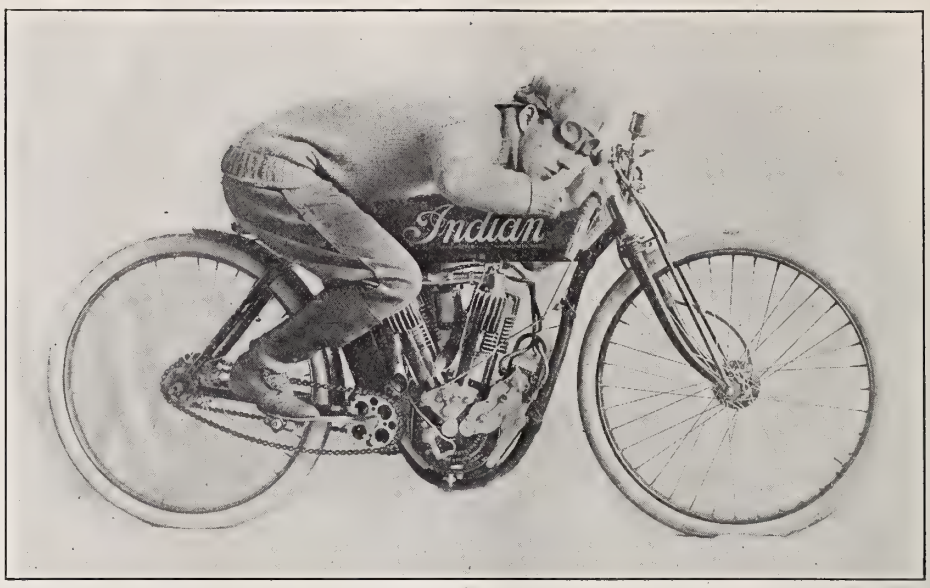
How closely the places were decided is indicated by the fractional points which were chalked down against riders, and meant either one place higher or lower as the case happened to be. Most of the penalties were incurred in a hill climb, which was held on the famous Algonquin hill. The penalties imposed in the hill climb do not mean that in all cases riders either pedaled or dismounted.

In scoring the climb the fastest time in both single and twin classes was taken as a reckoning factor, and one point per second was assessed on machines in both classes for every second their time fell below that of the standard times. In the twin class Bernard was the fastest on the hill, while Matthews led the single division. His time was very remarkable, for it eclipsed that of many of the twins. The winner was decided by the technical examination, for up to that time Bernard and Matthews had perfect road scores and led their classes in the hill climb. The technical quiz shattered Bernard's chances when the committee discovered a loose head nut and taxed him one point. This technical inspection is distinctly a Western method of breaking tie scores, and is yet to be introduced in the East. Prizes consisting of accessories were awarded to the first 13 men, and Matthews will hold title to the trophy cup offered by the club until someone beats him in a future contest. Ideal weather and good roads favored the contestants, and the chief troubles were due to police activity in small towns. The summary of the results is shown in the accompanying table.

Contestant and Machine.	Score.	Hill.	Penalties Tech.	Sched.
E. W. Matthews, 4 Thor	1,000			
Harvey Bernard, 7 Merkel	999		1	
H. T. Roberts, 4 Thor	998.5	1.5		
Albert H. Davis, 6 Excelsior	998	2		
J. E. Merz, 7 Merkel	997.5	2		.5
Fred I. Huyck, 6 Merkel	997.2	2.8		
C. A. Leander, 4 Thor	997	3		
F. E. Beck, 4 Harley-Davidson	996.7	2.8	.5	
W. L. Walsh, 4 Harley-Davidson	995.7	2.8	1.5	
S. S. Burke, 4 Excelsior	995.3	3.7	1	
A. P. Carrol, 4 Excelsior	995	4.5	.5	
V. P. Erich, Excelsior	994.7	5.3		
Edward Schadde, 6 Merkel	993.6	6.4		
Russel Firkins, 4 Armac	985	12.5	2.5	
R. C. Crist, 6 Excelsior	984.2	15.8		
Charles A. Wellman 2¾ Indian	984	7		9
B. F. Koch, 4 Harley-Davidson	983.5	3.5		13
P. B. Whitney, 7 Indian	982	12		6
C. S. Hinckley, 7 Indian	979	13		8
John R. Purdy, 4 Harley-Davidson	977	9		14
H. R. Clausen, 4 Yale	948.5	4.5		47
M. N. Graves, 4 Thor	943	50		7
F. H. Simon, 4 Armac	919	50		31
E. C. Malmborg, 6 Merkel	837	100		63
D. S. Lawson, 7 Merkel	800	100		

J. C. Hart, 4 Harley-Davidson; W. S. Covington, 4 Harley-Davidson; T. C. Monroe, 4 Sears, did not finish; arrested for speeding.

BALKE IN THE EAST AFTER SCALPS.



It will be the East against the West at the opening motorcycle meet of the season at Guttenberg, N. J., Sunday, 14th, for two stars will clash, A. G. Chapple, of New York, on a Merkel, and Charles Balke, of Los Angeles, on an Indian. Chapple is considered the best Eastern professional at present, while Balke is one of three "native son" daredevils over whom Californians rave. Both riders are thoroughly at home on dirt tracks, but each has an entirely different style of riding so that some corking sport is assured. The management promises that the track will be in good condition and that in addition to the regular program a special feature will be put on. Both Balke and Chapple are scheduled to disclose new racing machines.

Ready for Cleveland's Three Day Run.

The three day spring reliability run of the Cleveland Motorcycle Club, which is scheduled for May 28-29-30, will start from the club house, 1864 East 79th street. The first day will include the towns of Elyria, Norwalk, Bellevue, Delaware and Columbus; the second day will be from Columbus to Marysville, Bellefontaine, Lima, Findlay, Bowling Green and Toledo; the third day takes the tourists to Fremont, Clyde, Castalia, Sandusky, Norwalk, Oberlin, Elyria, Lorain and into Cleveland, finishing at the club house. The affair is under F. A. M. sanction and gold medals will be awarded to all having perfect scores, while silver medals will be given to those from 950 to 999 points out of the possible total of 1,000.

Elgin Club to Stage a Race Meet.

Decoration Day will be observed by the Elgin (Ill.) Motorcycle Club with a race meet at Wing Park speedway. There will be five events, and as drawing cards the club is trying to sign a couple of top notch riders. All of the local riders will enter, and at least 30 entries are expected. The local dealers and the club will contribute the prizes.

SOUTHAMPTON RUN PROVES A SPEEDFEST

All but Eight of the 63 Starters Finish in New York Motorcycle Club's 200 Mile Annual Trip—Thornley Routed Out of Bed for a Sanction—Club Shield Contest Close.

Sixty-three men, two ladies and a dog, all very dusty and very tired, but still ready for more riding, survived the New York Motorcycle Club's tenth annual run to Southampton and return on Sunday, 7th inst. Seventy-three riders and machines started, but eight of them had trouble and quit or else quit because they felt like it. Although the entry blank said that the distance was 200 miles, cyclometers registered between 209 and 210 miles.

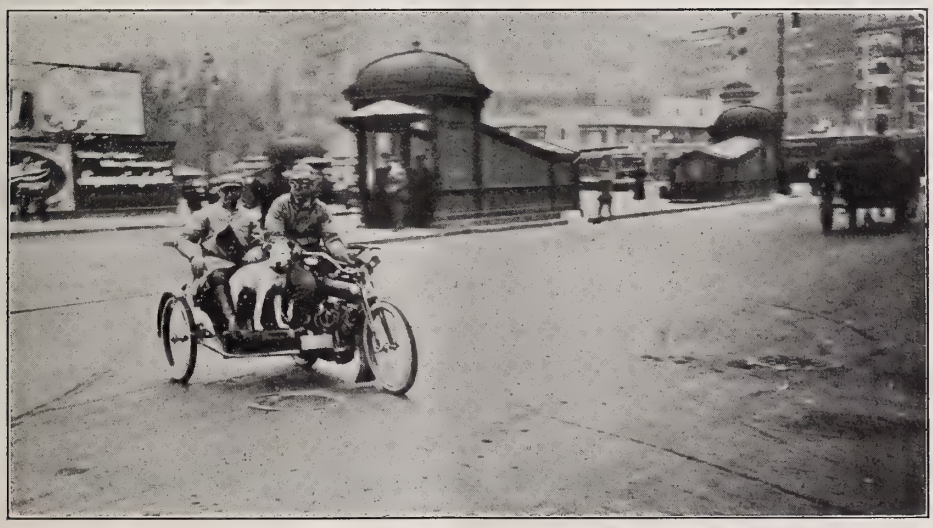
Officially the contest was a spring double century run; actually it was a free-for-all road race with a couple of controls to act as a sort of throttle on the riders. Practically everyone looped it all the way, or as far as they could go. This "looping" naturally showed up any weak spots in machines or tires, and many a roadside spot was converted into a temporary repair shop.

Early Broadway strollers near Columbus Circle btween 5 and 6 a. m., Sunday, stopped and stared as they beheld groups of riders tearing down the road toward the Circle. Mufflers were wide open and the racket in the vicinity of the starting point resembled a miniature Central American revolution. The open mufflers later led Frederick B. Hart, of the Reading Standard Co., who was on hand looking after his riders, to remark that in Chicago riders kept their mufflers closed and did not dare make such a racket, and that he now understood why the open muffler received so much notice in the Eastern press. The polise on duty paid no attention either to the open mufflers or the early speed trials along Broadway.

Incidentally the run came mighty close to being outlawed and disrupted. The club neglected to secure a sanction, and Chairman Thornley lay low until the day before the run. Then, when he found that the club had no intention of getting a sanction and apparently proposed to ignore him, he sent word around that all who competed in an unsanctioned contest would be suspended. The warning had its effect, and the riders refused to start unless a sanction was obtained. At the last minute on Sunday morning, when the officials acting for the club realized that there would be a riders' strike if no sanction were obtained, they came down to earth and sent a messenger up to the hotel to rout the chairman out of bed to write out a sanction. It was only to oblige the large number of riders from other places whose pleasure he did not wish to mar that he consented to give the sanction on such short notice. Incidentally the club paid a double sanction fee, $4, for its stubbornness.



SCENE AT THE START NEAR COLUMBUS CIRCLE



THE JENKINS TRIO BOUND FOR SOUTHAMPTON

Owing to the delay in obtaining the sanction, the run did not start until 6:15 a. m. A few post-entries were received, and then the checking cards were distributed, also the blue handlebar ribbons with the name of the club, contest and date stamped on them. Despite the fact that there was no Brooklyn division, quite a few riders came over from the Invincible and Curtiss clubs of Brooklyn to participate, but it is probable that there would have been many more if there had been a Brooklyn division.

With most of the officials at the start participating in the run themselves, there naturally was confusion and bungling. The riders were sent away haphazard, and there was no directing head to assemble the various makes of machines together, and keep the riders orderly and quiet. By 7 o'clock the last rider was gone, several stragglers having come around to the start after the main body had left. One of the most picturesque starters was Frank Hart, on an R-S twin. He wore a sweater that once was white, but was discolored with

dust, on the back of which was a big smiling Indian head. Several predicted that this grinning figure would furnish the Long Island deputy sheriffs with a grand means of identifying the wearer for speeding, but Hart managed to finish without being arrested, although a few others were not so fortunate. Freeport "cops" were on every corner and warned the riders to slow down, but in other places it was a case of "giving her all she would take."



IN THE PATCHOGUE CONTROL

Trouble began before some of the riders were out of sight of the start. M. E. Toepel, Indian, was the first to retire. He had countershaft trouble. It was the usual case of an ill wind blowing somebody good, for Stanley Thorpe, Harley-Davidson, who had overslept, came along and was given a checking card and officially started. All this happened near the Queensboro bridge in New York. On the Brooklyn side of the bridge Joseph Buckingham, Harley-Davidson, was run into and thrown by a careless rider. Buckingham had his knee cut and his clothing torn, but he kept on.

Patchogue, approximately 59 miles out, was the first check and the schedule allowed three hours to make it. Several of the fast ones made it in a little over two hours. In the twin class the speed honors to this point went to John Constant, 5 Indian, with McKenzie, 7 Indian, a couple of seconds behind. Making their first public appearance in a contest, the new R-S singles took the speed honors to Patchogue in the single cylinder class, much to the surprise of several who did not look for speed in them. These two fast ones were ridden by R. S. Morton and Edward Swain, respectively. The early ones at Patchogue had to wait until 9 o'clock before they could check out.

Once released, it was a case of burning the road again to Southampton, 31 miles from Patchogue. Constant and the others who had miniature Blitzen Benzes devoured the stretch in 70 minutes. At Southampton, Joseph Buckingham, Harley-Davidson, was the first single in, and coming back he likewise beat all the other one-lungers to controls and the finish. Two hours were allowed for dinner at Southampton and the riders who got there enjoyed a fine turkey dinner at the Commercial hotel. The price was 75 cents, for what would have cost at least $2 in New York. Quite a few machines needed attention at Southampton after the grueling punishment they had received on the outward trip.

At one o'clock the homeward trip commenced, and was more fruitful of excitement and happenings than the morning run. In the Shinnecock hills, Constant hit a turn too fast. It was a left turn and he went off the road. Fortunately at that spot there happened to be a rail fence with one of the rails out, and man and machine shot through the opening into the field unhurt. Constant did not cure his speed fever in the least, for he made the 31 miles to Patchogue in 63 minutes and McKenzie was right behind.

At another point Constant and Steiner, on an Excelsior twin, were feeling each other out when a big black snake decided to cross the road. Although his snakeship made good time, Constant ran over his head and Steiner cut him in half, which was a sort of double killing. Davis, on a Marvel, also had a little adventure. His front wheel picked up a hen which got in the road and it soon was converted into mincemeat. There was a great flurry of feathers while the process was going on.

Frank Seery, who used to ride a motorcycle but now drives a car, went out to see what it would do against his friends' machines. All he ever saw of his friends was their dust and their backs. Unlucky Albert Kreuder ran into a bicyclist and later had to tell a judge how it happened. The judge aparently was not satisfied that Kreuder was not to blame, for Kreuder contributed to the judicial strongbox.

Riders reported that there was lots of glass and nails in the roads. This accounts for the large amount of tire trouble, Thorpe, Harley-Davidson, having nine punctures, and Siemsen, Merkel, seven. Near Patchogue, J. J. Rogers, R-S, went off the road and smashed a wheel. He retired right then.

Not a few rear wheels on the big machines failed to stand up under the severe pounding and almost collapsed. They had to be tightened up often. Shortly after 5 p. m. Constant and Buckingham appeared at the Circle. They had about 6 inches of dust on their persons, and every time they moved or spoke it dropped off in layers. They were immediately surrounded by the usual crowd of curious ones who wanted to know where the race was and who won.



AGAIN TO THE SPEED WORK

Constant covered the 210 miles in 7 hours actual riding time, an average of 30

miles an hour. Buckingham and McKenzie averaged about 29 miles. At short intervals others began to come in. Several of the riders went either to their homes or to dealer's stores and cleaned up, then returning to check in. At 6 o'clock, the checking time, there were about half of the riders waiting to check in, and a big crowd was watching them. At 6:30 p. m. all who were in were lined up for their picture.

Three of the most interesting contestants in the run were Miss Blanche Roscoe, 5 Indian, who finished on time, and M. P. Sullivan and George P. Jenkins, with fore and side cars, respectively. Sullivan and Mrs. Sullivan rode in a 6 horsepower Thor with Indian tri-car attachment, and finished on time. Jenkins's machine, an M-M twin, carried three passengers, the third being a pet dog. His dogship suffered very much from the dust, and as his master neglected to provide him with goggles he was nearly blind at the finish. Sullivan solved the cooling problem with a blower fan driven from the engine. The device attracted considerable attention.

There were ten makes entered. In the contest for the club trophy, a bronze trophy for the club having the largest number of members entering, 13 clubs participated. The Motorcycle Touring Club of New York, a corporation, led with 12 members, and probably will be awarded the trophy when it is proved that all of its members who entered are bona fide members. The club contest was close, the Concourse and Touring Club, affiliated, tying with 11 members. Summary:

Medal winners in the New York Motorcycle Club's tenth annual run to Southampton, L. I., and return, Sunday, May 7, 1911, 210 miles: Stanley B. Thorpe, 4 Harley-Davidson; Charles Busch, 4 Excelsior; Archibald Smith, 5 Indian; J. C. Foley, 4 Indian; M. P. Sullivan, 6 Thor; R. S. Morton, 4 R-S; H. W. G. Cox, 6 Excelsior; Oscar L. Brandt, 5 Indian; E. McClintock, 4 R-S; J. W. Brewer, 4 R-S; Frank Hart, 6 R-S; D. W. Marvin, 7 Indian; R. Steiner, 6 Excelsior; E. Phelps, 6 Excelsior; J. A. Hiller, 4 Excelsior; E. L. Swain, 4 R-S; Henry Yost, Jr., 4 Thor; R. E. Stuebinger, 5 Indian; W. A. McClelland, 7 Indian; Miss Blanche Roscoe, 5 Indian; E. A. Hansen, 5 Indian; Thomas Rice, 5 Indian; John Siemsen, 6 Merkel; F. J. Dreier, Jr., 5 Indian; A. McIntyre, 6 Merkel; S. Levin, 5 Indian; Arthur Leslie, 4 Yale; Harvey Snyder, 4 Excelsior; John Steele, 5 Indian; David Molin, 4 N. S. U.; Fred Voelker, 6 N. S. U.; Joseph Buckingham, 4 Harley-Davidson; W. M. Annis, 7 Indian; C. E. Fracer, 5 Indian; I. W. Barnard, 4 Indian; S. G. Rich, 4 M-M; C. S. Hersh, 5 Indian; Nicholas Enello, 4 M-M; L. A. Strasburger, 7 Indian; O. W. Weinig, 7 Merkel; H. Nichols, 4 Yale; H. Trauppner, 4 Yale; R. Walker, 4 Yale; B. J. Huerlander, Jr., 4 Yale; G. A. Ashley, 6 Merkel; H. E. Hill, 6 R-S; John B. Hawkins, 7 Indian; G. A Smith, 6 Merkel; F. L. Vanderpool, 7 Indian; W. M. McKenzie, 7 Indian; C. J. Davies, 5 Marvel; George Zechiel, 5 Indian; E. B. Herrschaft, 5 Marvel; John A. Gaucher, 7 Merkel; J. U. Constant, 5 Indian; A. J. Rochow, 7 Indian; W. Kaufman, 5 Indian; Robert Black, 4 Merkel; Henry J. Wehman, 5 Marvel; George P. Jenkins, 7 M-M; A. P. Lane, 4 M-M; J. J. Cox, 6 Excelsior; J. V. Horton, 6 R-S; H. N. Davis, 4 Excelsior; John Vanden Houten, 4 Marvel.

Those who did not finish, and the reasons for their failure, follow: J. J. Rogers, 4 R-S, engine trouble; James Edwards, 4 R-S, late at finish through staying with another rider in trouble, and did not check in owing to misunderstanding of time limit; M. E. Toepel, 5 Indian, countershaft trouble; William Wood, 4 N. S. U., broken exhaust valve rocker; Oscar Hollister, 7 Indian, tire trouble; C. R. Burbank, 7 M-M, broken inlet valve; W. I. Templeton, 5 Indian, tire trouble; E. Rosein, 6 Thor, quit to keep previous engagement; no trouble.

Standing of the clubs in the competition for the bronze shield for the club having most bona fide entries:

Club.	Entries.
Motorcycle Touring club of New York (a corporation)	12
Motorcycle Touring Club of New York (affiliated)	11
Concourse Motorcycle Club	11
Invincible Motorcycle Club of Brooklyn	6
Curtiss Motorcycle Club of Brooklyn	4
New York Motorcycle Club	4
North Jersey Motorcycle Club	3
New Jersey Motorcycle Club	2
Indian Motorcycle Club of New York	2
Metropolitan Motorcycle Club	1
F. A. M. Night Owl Motorcycle Club	1
Chesters Motorcycle Association	1
Richmond County Motorcycle Club	1

Invincibles Lower the Age Limit.

Two important amendments to the constitution were made by the Invincible Motorcycle Club, of Brooklyn, N. Y., at its regular meeting Tuesday night, 9th inst. The minimum age limit for members was reduced from 21 to 18 years by unanimous vote, it being the sentiment of those present that the former limit would shut out several desirable motorcyclists who have not yet reached their majority. A membership committee also was created to investigate and act upon all applications for membership, this action also being unanimous. Secretary Constant reported the receipt of the club's affiliation papers from Secretary Gibson, of the F. A. M. The certificate is number 114. President Warlick reported that the matter of incorporation was in progress and that the papers would be ready soon. For the competition committee Captain Rochow outlined the route for the club's 150 mile spring run on Long Island on Sunday, 21st inst., and entry blanks were ordered printed. Among the communications was one from Chairman Thornley, of the F. A. M. competition committee, that the spring run requires a sanction. The club did not take the same view of the matter, but decided to be on the safe side and pay a sanction under protest and to bring the matter before the national meeting at Buffalo for final decision. Following adjournment the members repaired to the bowling alleys, where teams were formed and two close and exciting games were rolled.

Gay Ribbons Help the Detroiters.

Every man making a club run gets a ribbon with distance marked and the name of the destination of the run, in the club runs that the Detroit Motorcycle Club, of Detroit, Mich., holds every two weeks. A different colored ribbon is used for each trip, and at the end of the season each club member who has made all the trips receives a gold medal. This is but one of the many schemes the club is putting into effect for maintaining interest and attracting new members, and the successful results are apparent, one bit of evidence being the taking in of 22 members on Friday night, 5th inst. The club's run on Sunday, 14th inst., is to Toledo, O., to visit the Toledo Motorcycle Club. The Detroit Motorcycle Club was formed in 1908, and is now one of the veteran clubs of the country. Its affiliation is No. 12 with the Federation of American Motorcyclists. The officers are: A. F. Gregor, president; William Fields, vice-president; Charles Drude, secretary; J. B. Gault, treasurer; Joseph Fry, road captain; Allen Carter, sergeant; William Wandersee and Al Devault, directors.

Newark 24 Hour Contest Plans.

Four classes are provided for in the New Jersey Motorcycle Club of Newark's 24-hour endurance run to Atlantic City and return on May 29-30. There will be competitive divisions for private owners, trade riders and manufacturers' teams, and an invitation class for ladies. The prizes consist of a silver cup for the most consistent performance by an individual rider, a club trophy to the team entered by a manufacturer making the best score, gold medals for all perfect individual scores, silver medals for riders scoring 980 points or over and bronze medals for riders making between 950 and 980 points. The contest will start from the club rooms, 18 New street, at 7 p. m. on May 29, the first check being at Lakewood. Between midnight and dawn the riders will be "eating up" the stretch to Atlantic City, the turning point and a checking station, of course. Here the route will turn north and lead to Camden, another checking station, and thence on to Mendham. After checking at Mendham, the riders will start on the last leg for home. The contest has been sanctioned by the F. A. M. and entry blanks are out. May 20 is the last call for entries. This run will be the largest and most important road event in the East on Memorial Day.

LOTS OF FUN ON WESTING'S RUN

Indianapolis Indian Riders on a Joyful Outing to Spring Lake Park—A Mean "Let-Go."

By actual count there were 75 Indian motorcycles lined up at 9 o'clock Sunday morning, 6th inst., in Indianapolis, Ind., for the annual G. H. Westing run, which this year proved to be the most successful that the Indianapolis agent for the Indian has ever given. Five of the machines carried two passengers, so that there were 80 riders on the trip. It had been planned to make the destination Martinsville, Ind., about 30 miles out, as the preceding annual runs had all been to that place, but the objective point was changed to Spring Lake Park, 16 miles east on the national road, where there is a big sign that reads, "Shay's Famous Chicken Dinners." There was no regret at the change, as the Shay dinners were found to be the "real thing." The spread was far better even than the usual good old fashioned meals, as everything from fried chicken to hot biscuits was placed at the disposal of the visitors—who really disposed of it all, too. Westing's guests never before enjoyed so good a dinner on the annual run, and it was mainly on account of the excellence of the dinner served that Spring Lake had been selected.

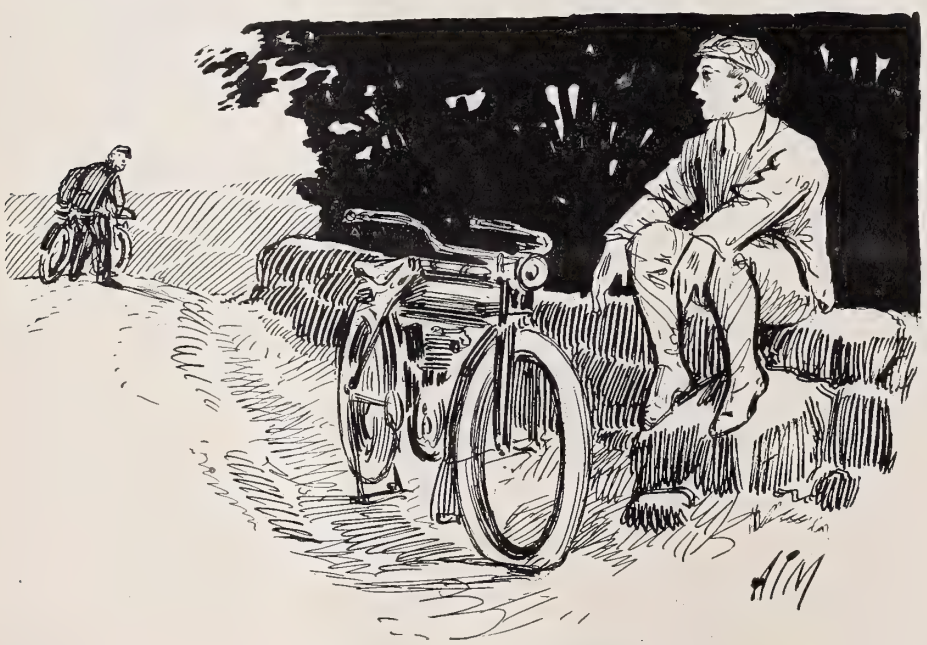
It took the riders only 30 minutes to make the 16 miles, as the roads were in good condition and better weather could not have been asked for. The riders kicked up quite a bit of dust going out, and a number of "come-on-let's-go" races were held. No one had to make a stop going out, except one rider who took a spill, but he was up and away in no time.

At Spring Lake Park after dinner—and it was a good while after, too, for the dinner laid out most of them for a time—two ball games were held. One was between the "In Leaders" and the "Dust Eaters," and this game ended in a dispute over the score, which was something like 58 to 58 in favor of the other team. The other game was between the "Singles" and the "Doubles," and was a hard fought contest. The "Singles," with Goodman in the box, won 4 to 3. King pitched a nice game for the losers, but was not supported well. After the ball games a number of other feats were pulled off, among which was a tug-of-war between the "Magnetos" and the "Carbureters." Westing was the judge of the contest, which ended in favor of the "Magnetos," at the expense of a good jolt when the "Carbureters" let loose of the rope on purpose while the "Magnetos" were pulling with all their strength.

Pictures Follow Providence Herring.

Following close on the tail of its "herring run," the Providence (R. I.) Motorcycle Club will have its annual "picture run" on Sunday, 14th. Roger Williams Park will be the setting place for the panorama, as in former years, and a record turnout is expected.

THE FUSSY THING!



(An Actual Road Incident)

"Want any help?"
"Yes."
"What's the trouble?"
"Puncture."
"Why don't you get busy and fix it?"
"Don't want to soil my hands—spent 50 cents on them yesterday having them manicured."

MAY TACKLE THE HOOSIER HILLS

Strenuous Reliability Trip in Prospect for Indiana Club—Stiff Route is Picked Out.

Silver cups worth $75 or more and remaining in the possession of the Indiana Motorcycle Club by reason of the racing being called off on the second day of the national F. A. M. meet in Indianapolis, Ind., in 1909, are to be among the prizes to be awarded in the big reliability run that the club is shortly to give. Erwin G. Baker, of the club, has been traveling around the state of Indiana during the past week and has picked out a route for the run that is described as a "peach," inasmuch as it includes a variety of going, not forgetting a set of the few young mountains of which the Hoosier State can boast.

The route is from Indianapolis to Martinsville, Gasport, Spencer, Bloomington, Nashville (Brown county, where the grades are), Columbus, Edinburg, Franklin, Greenwood and back to Indianapolis. The distance as measured by Baker is 165½ miles. The suggested dates for the run are Sunday, May 21, or Sunday, June 4. The route is a strenuous one, and he says that if any man finishes with a perfect score he will deserve a diamond medal or a handsome trophy.

An entrance fee of three dollars will be charged all riders not members of the club and the Federation of American Motorcyclists. The entry fee will make them members of both, and will give them the right to contest for the reliability prizes. If a rider be a member of the club and not of the F. A. M., he will be charged two dollars, which will include his fee for becoming an F. A. M. member, and if he be an F. A. M. member and not a member of the club, he will be charged two dollars and will be initiated into the club. Riders who belong to both the club and the F. A. M. will be charged only a dollar.

One F. A. M. Lamp Prize Awarded.

One of Chairman Estabrook's "Old Sol" lamp and generator outfits which he is offering to the first 12 clubs that affiliate with the F. A. M. and bring in 15 or more members per club, was claimed this week by the Cedar Rapids (Ia.) Motorcycle Club which affiliated with 17 men. It is the first club to draw a lamp prize. Two other clubs also have affiliated, but they came in before the prize offer was made. The new members of the constantly growing F. A. M. club family are the San Antonio (Tex.) Motorcycle Club, and the Ideal Motorcycle Club, of Rockford, Ill. The Texans mustered in 26 men, and the Illinoisans arrived 20 strong. A total of 123 clubs now are affiliated and new ones are being added weekly.

MILWAUKEEANS IN A HILL CLIMB

Sporleder Fastest in the Free-for-All—Schneider is Spilled—Honors Well Divided.

Gravity received a hard experience at the Milwaukee (Wis.) Motorcycle Club's annual hill climb on Becker's hill, near Menomonee Falls, Sunday, 7th inst. In the free-for-all class Ralph Sporleder, on a "seven" Indian, made the best time of the day, 9⅕ seconds. Schneider, Merkel, and Cyrus Wade, Indian, tied for second place with 9⅗ seconds. On his second trial Schneider took a nasty spill and cut his knee badly as well as wrecking his machine. He went down on a turn.

No contestant had a monopoly of victory, a different rider being returned the winner in each event. Wade, on an Indian, was the fastest in the trade rider class for 50 cubic inch machines, conquering the hill in 10⅗ seconds. Edward Becker, Harley-Davidson, contributed his mite toward keeping Milwaukee famous by finishing second, and Albert Trupke, Indian, was third in this class.

In the private owners class, 3.50 machines and under, Schoene, Rohn and Scammon, all Indians, were placed in that order. The winner's time was 11½ seconds. In the 30.50 class for trade riders, Oakley Fisher, Indian, pounded out a victory, but was unable to do better than tie the time of the private owner winner. Milwaukee product scored again in this class, when Rudy Toombs on a Waverly took second, and Edward Becker, Harley-Davidson, registered the third best time. This event was closely contested also, Fisher beating Toombs by a tenth of a second. Over 40 riders competed in the various classes, and a large crowd saw some good sport. Summary:

Trade riders, 30½ cubic inches class—Won by Oakley Fisher, Indian; second, Rudy Thoombs, Waverly; third, Edward Becker, Harley-Davidson. Time, 0:11½.

Private owners, 30½ cubic inches class—Won by Schoene, Indian; second, Rohn, Indian; third, Scammon, Indian. Time, 0:11½.

Trade riders, 50 cubic inches class—Won by Cyrus Wade, Indian; second, Edward Becker, Harley-Davidson; third, Albert Trupke, Indian. Time, 0:10⅗.

Free-for-all—Won by Ralph Sporleder, Indian; second, tie between Schneider, Merkel, and Wade, Indian. Time, 0:09⅕.

Lantern Parade in Indianapolis.

All that uproar and din of excitement to be heard over Indianapolis way on Monday night, 15th inst., is caused by the great lantern parade of the Indiana Motorcycle Club through the city's down-town streets. Large posters announcing the event have been placed in the most conspicuous places in Indianapolis, and if the expected 500 riders with decorated machines are all in line, the Indianapolitans will be having a rare sight. Two prizes are awarded by the club; one for the neatest machine and the other for the most handsomely and originally decorated machine. After the parade a reception and smoker takes place at the club house, 444 W. Vermont street. Harry Graff, president of the club, has been working to get a permit from the police, throwing the city wide open to the motorcyclists for the night, and that there will be no ban on open mufflers and the riders may make all the noise they want to.

Concourse Savin Rock Run Program.

Entry blanks are out for the fourth annual spring run of the Concourse Motorcycle Club of New York City to Savin Rock, Conn., June 4. Savin Rock, which is 75 miles from New York on the Boston Post road, and five miles from New Haven, is the leading summer resort on the Connecticut coast, and is famous for its shore dinners. It is a favorite rendezvous for Sunday runs of motorcyclists in Connecticut and Massachusetts, being reached by excellent roads from all points. The schedule calls for 18 miles an hour, and the run will start from Jerome avenue and 165th street at 7 a. m., making the riders due at Savin Rock shortly after 11 a. m. The entry fee is $2 and includes a shore dinner for all who arrive at the resort within the time limit. There will be a secret control en route at which penalties will be inflicted for variation from the schedule, and will decide prize winners. Invitations will be sent to several motorcycle clubs in Massachusetts and Connecticut to hold runs to the resort on June 4 and co-operate with the New Yorkers in making the largest turnout of motorcyclists in New England this year.

Louisville Club Gets Shomo's Ideas.

An interesting address on the subject of motorcycle clubs, their management and the conduct of successful clubs, was the feature of the regular monthly meeting of the Louisville Motorcycle Club, of Louisville, Ky., on the 1st inst., held at the store of L. W. Thompson, 609 South Fourth street. The address was made by F. D. Shomo, of the Hendee Mfg. Co.'s forces, who happened to be in the city at the time. After his talk he expressed his pleasure at meeting the members of the club, and indicated his hope of seeing most of them at the national convention of the Federation of American Motorcyclists in Buffalo next July.

Constant Discovers a Knock.

John U. Constant, winner of the Long Island Motor Parkway road race last month, reports a "bad knock in the bearings" of the gold watch that he received as first prize.

MAKE AN EVENT FOR BELT DRIVE

Springfield Promoters Change a Decoration Day Number—Purses Attract Professional Riders.

At the request of several riders of belt drive machines, some of whom have entered in the inter-city team race, and did not care to attend if they were limited to competing in one event, the Springfield (Mass.) Motorcycle Club has made a revision in the program for its big meet at the Stadium on Decoration Day, and has substituted a belt drive handicap for private owners in place of trade rider handicap. The fact that a great many trade riders will be prevented from coming to Springfield on Memorial Day by reason of rival meets throughout the country also influenced the change.

With the exception that the distance has been cut from 25 miles to 15 and that private owners with belt drive machines only are eligible, the event is unchanged. The 61 cubic inch limit applies and the prizes are a $25 silver trophy to the winner, $15 stop watch for second, and a $5 silver cup for third. The remainder of the original program stands.

As was anticipated, the fat cash prizes offered in the professional events are bringing many inquiries and entries from the pro's, and these classes give every promise of drawing classy fields. If the coming meet is successful, and there is every indication that it will be, the club will run a big double header meet on Labor Day and the Saturday preceding, with the intervening Sunday allowed for rest. Reserved seats for the Memorial Day meet are selling in Springfield like the proverbial hot cakes, and the meet is being so well advertised locally that it will be surprising if the standing room only sign is not out when the first race is called.

German Prince Orders Motorcycle.

Royal motorcycle patronage has again been bestowed on the N. S. U. Motor Co. in Germany, as the company this week received another order from the German Imperial family. Prince Friederich Sigismund, of Prussia, telegraphed for the immediate delivery of a 3½ horsepower N. S. U. motorcycle, fully equipped. This is the third N. S. U. to be used by the younger Imperial generation.

Meriden Riders Called Together.

A. D. Elster, a dealer of Meriden, Conn., has issued a call to riders of that city to get together at his store and talk over the proposition of organizing a motorcycle club. Meriden has a good number of riders, and from the numerous assurances of support which he has received, Elster expects to launch a live club soon.

THORNLEY SLAPS SAVANNAHANS

Their Disregard of F. A. M. Brings Ostracism—Club Scouts Exploring 1,000 Mile Endurance Route.

Scouting out a route for an endurance contest of about 1,000 miles, which may be held some time after the Fourth of July, several members of the Savannah Motorcycle Club, of Savannah, Ga., left Savannah on Sunday, 7th inst., for a trip to Augusta and return, a distance of 275 miles. It was the idea of the scouts to find out how the machines stand such a trip, and if they get through without too much difficulty, they will make a petition at the next meeting of the club, asking that the club give a run that would last a week, and that would have a total mileage of about 1,000 miles. The run would be from Savannah to Augusta, from Augusta to Macon, and from Macon to Atlanta, and the return would include the same cities. If the project goes through, it will be the longest endurance run that has ever taken place in the South.

Already several dealers along the route of the proposed run have indicated their willingness to help by donations of prizes and in other ways, and it is known that the dealers in Savannah and Augusta have pledged an aggregate of $300. The projectors believe that as much as $1,000 in prizes and awards could be obtained.

If the plan is accepted by the club, the run could not be held until some time in midsummer, after the Fourth of July races. A meeting of the club will be held next week, at which time it will come to some decision concerning the run. The Fourth of July race program will be laid out first, after which the endurance run matter will be taken up. The annual meeting of the club falls in June, but the officials are trying to have the meeting brought forward to next Tuesday night. It will be at that meeting that the length of the races will be decided, and the officials for the ensuing year selected.

Because of the apparent contempt that they heretofore have shown for the F. A. M., particularly in competitive events, and because they have conducted and participated in unsanctioned meets, the motorcyclists of Savannah, Ga., in general have been put under the ban by Chairman Thornley, of the F. A. M. competition committee, in an official manifesto. In granting a sanction to the Atlanta Motorcycle Club for a race meet on the 20th inst., the chairman serves notice on all clubs and promoters that the Savannahans are ineligble to compete. His statement is as follows:

"Sanction has been granted to the Atlanta Motorcycle Club for races to be run on May 20. I would like to call the attention of the trade, and the motorcycle fraternity generally, to the fact that Savannah, Ga., has been conspicuous in its disregard of the efforts of the F. A. M. to improve the condition of riders generally, and of the racing game. They have repeatedly run off meets in Savannah without the sign of a sanction, and very few riders in Savannah have thought enough of the F. A. M. to become members. Therefore, should any rider from Savannah attempt to compete at Atlanta he should be refused permission to ride, as he has automatically disqualified himself. Moreover, should any rider succeed in spite of this fact in entering a race and winning it, a protest against the delivery of his prize will be upheld from this office. This holds good, not only of members of the F. A. M. who have automatically disqualified themselves by riding at unsanctioned meets, but it also holds good of anyone whether a member or not, who has so competed."

Exclusively Indian Club for New York.

Exclusiveness, in a certain sense, will be the keystone of the Indian Motorcycle Club of New York, which now is in an embryo state, and will be born next week. At a meeting held at the uptown store of F. A. Baker & Co., 2142 Broadway, last week, at which 25 motorcyclists were present, a temporary organization was formed with B. F. Edgar, president, and H. F. Bidwell, secretary and treasurer. A committee was appointed to draft a constitution and by-laws, and these will be submitted at the next meeting. Twenty-five motorcyclists already have agreed to join, and the membership limit will be placed at 30 for the present. Important requisites for membership are that a motorcyclist ride an Indian motorcycle and that he belong to no other motorcycle club. These conditions are imposed with the idea of forming a club in which factionalism and cliques will be absent, and it is the opinion of the founders of the new club that their aims best can be realized by having the members all ride the same make of machine so that they will have a common cause for pride, and give their entire allegiance to one club. Permanent officers will be elected at the next meeting, and the club will affiliate with the F. A. M. when it is running smoothly.

Kentuckians Taste Spring Joy.

Fair weather and fine roads gave members of the Louisville Motorcycle Club, of Louisville, Ky., their first real 1911 taste of motorcycling joy, on Sunday, 7th inst., in a run to Scottsburg, Ind., and return, a total distance of 80 miles. All the way the roads were excellent, except for "hog backs," which were very numerous. A good dinner awaited the travelers at Scottsburg. Not a mishap marred the trip, and the pleasures of the day were such as to make the riders declare the run the most enjoyable that has been given this year.

PROVIDENCE TOUR DATE CHANGED

Niagara Falls Trip to Coincide with F. A. M. Buffalo Dates—All Riders are Invited to Join.

Following the definite announcement of the dates for the 1911 F. A. M. meet at Buffalo, N. Y., July 10 to 15, inclusive, the Providence (R. I.) Motorcycle Club has decided to hold its first annual tour to Niagara Falls and return at the same time, making three big tours that will start from different sections of the country and converge in the Bison City during F. A. M. week. Without a doubt this year's meet will witness the largest gathering of motorcyclists that ever has assembled in this country.

Originally the Rhode Islanders planned to hold their tour as a separate affair around the first of August, but in order to give the tourists a chance to participate in the entertainments to be held in conjunction with the national meet they revised their plans. The tour will start from Providence on Sunday, July 9, and will proceed by easy stages to Buffalo, being due there on Wednesday, 13th, about the same time as the big national tours which will start simultaneously from New York and Chicago the first part of the week.

On Thursday, 13th, the Providence tourists will move on to Niagara Falls, turning point of the tour. The falls are but a short ride from Buffalo, and the day will be spent there, and on the following day the tourists will return to Buffalo to attend the business meeting of the F. A. M. Over 100 Providence motorcyclists and a considerable number from other places have signified their intention of going on the tour and are now arranging their vacations for that time.

All motorcyclists, regardless of their club or F. A. M. affiliations, are invited to participate in the tour. B. A. Swenson, the Providence dealer, who in conjunction with Vice-President Wilber, of the Eastern district, prepared plans last fall for the tour, will act as toastmaster and has charge of the arrangements. He will supply any desired information in respect to inquiries addressed to him at 298 Blackstone street, Providence, R. I.

Fast R-S Monster for Louisville.

Real "eat-'em-up" speed work is to be seen around Louisville, Ky., before long, as R. L. Davis, the R-S agent, has received a big 7 horsepower R-S racing machine with ported cylinders, drop bars, racing control and all that sort of thing. Davis says he intends to enter it not only in the race meets around Louisville, but in important races in other parts of the country as well, and intimates very strongly that he'll "make 'em sit up and take notice."

NEWARK'S RACING DRAWS 12,000

Clarke Easily Bests Lawson in Their Match—Kramer Outwits Macfarland—Wiley Defeats Duer.

Those who believe that bicycle racing is very close to the jumping off place would have had a great awakening had they been at the Newark (N. J.) Velodrome Sunday, 7th inst., and seen the crowd of over 12,000—this is not a misprint—people who jammed the stands and overflowed in the infield so thickly that they formed a deep fringe around the inside edge of the track. That bicycle racing has its devotees among all classes and all ages was shown by the character of the crowd, which included babes in arms and patriarchal gray beards, as well as all the intermediate stages of man and womankind. It was undoubtedly the largest crowd that ever attended a Newark bicycle meet, and Newark is noted for big crowds.



HOW CYCLE RACING DRAWS THE FANS TO THE NEWARK VELODROME—LAST SUNDAY'S CROWD

Jack Clarke and Iver Lawson were the opponents in a match race that was the feature of the card. Clarke won, and won so easily that it seemed like a runaway for him, but his victory was due as much to good headwork as it was to fast riding. Two heats, each at half a mile, were run, and Clarke took both of them. He unwound so fast at the very start of the first heat that he caught Lawson napping and the latter had to do some tall hustling to close up. The real fight commenced on the last turn, but Clarke drew away in the stretch with apparent ease and led Lawson by half a length to the tape.

In the second heat Lawson got away first and Clarke speeded up again and took the lead before the first lap was finished. Lawson then forced the fighting earlier than usual, but Clarke responded in kind, and, ducking his head, which is an ominous sign, he shot away from Lawson and led at the tape by three-quarters of a length.

Frank Kramer's track generalship was well shown by the way in which he outwitted the crafty Macfarland and beat him at his own game in the three mile professional. Although a ukase has been issued against teaming, Macfarland had a sort of secondary "big train" composed of Hehir and Clarke to help him. Fogler also was doing some scheming on his own account, and Kramer had to plan to outwit all of these past masters at track politics. He did it in a great fashion, too. Macfarland took the lead at the gun, something unusual for him. He stayed near the front with Hehir and Clarke hooked on in that order. Kramer was further back and Fogler was on his wheel.

Finishing the bell lap Kramer decided it was time to break away, and he did. The move was so sudden that it caught Clarke napping, and Macfarland, as well. Fogler, however, was awake and hung on when Kramer shot to the front. When Macfarland sensed the situation he accelerated quickly, but Kramer gained steadily and caught him on the last turn. Clarke was confused by Kramer's sudden break and lost himself. Having disposed of all but Fogler, Kramer, profiting by bitter experience, saved some steam for the wind-up. Hehir also came up strong from the rear and closed in on Kramer and Fogler in the stretch. Here Fogler played his hand and shot out, but Kramer also had some speed left and beat the Brooklynite by half a length. Hehir was third and Fred Hill fourth.

Big handicaps shut out the scratch men in the trials of the one-third mile professional, but they fought all the way and made the trials more exciting than the final. The latter consisted of limit men and was won by Lloyd Thomas. Jumbo Wells accounted for the two mile invitation after a long sprint. George Wiley had an easy victory over Ray Duer in their motorpaced match, Duer losing his pace often.

Frank Blatz, the amateur champion, did not make his usual win among the simon pures, in the five mile event, being brought down by another rider, who fell in front of him. Blatz remounted and rode hard but could not catch up. Jerome Steinert tunneled out a victory by clever headwork on the pole in the last lap. Herman Kjeldsen was second. Summary:

Half mile handicap, amateur—Won by Chester Smith (30); second, Jerome Steinert (20); third, George Pauli (35). Time, 0:57⅕.

One-third mile handicap, professional—Won by Lloyd Thomas (70); second, Albert Crebs (45); third, Werner Beck (75); fourth, H. E. Bleecker (75); fifth, Floyd Krebs (40). Time, 0:33⅖.

Half-mile match, professional, A. J. Clarke vs. Iver Lawson; best two out of three heats—First heat won by Clarke; time, 1:22. Second heat and match won by Clarke; time, 1:18.

Five mile open, amateur—Won by Jerome Steinert; second, Herman Kjeldsen; third, George Pauli. Time, 11:36⅕. Winner most laps, Paul Heidrick, 13 laps.

Two mile invitation, professional—Won by Jumbo Wells; second, Menus Bedell; third, W. L. Mitten; fourth, Charles Stein. Time, 4:23⅘.

Five mile motor paced match, George Wiley vs. Ray Duer—Won by Wiley. Time, 7:14.

Three mile open, professional—Won by

F. L. Kramer; second, Joseph Fogler; third, Patrick Hehir; fourth, John Bedell. Time, 5:53.

Canadian Cycle Racing Starting.

Bicycle racing will soon be in full swing in Canada. The Press Club, of Toronto, has secured a sanction from the Canadian Wheelmen's Association for the first bicycle race meet of the Canadian season at Toronto, on the night of May 24, which is a holiday in the country to the north, where they celebrate "the Queen's birthday." Dan McGillicuddy, of the Central Y. M. C. A., Toronto, gave the road racing a start on the last day of April, when he rode from Ottawa to Napanee, a distance of 143 miles, in nine hours, which is a record for this course. Figuring it out, McGillicuddy traveled at the rate of 16 miles an hour. This feat was accomplished with practically no training. The rider hopes to surpass this performance before the season is out. Meanwhile an army of riders are getting out on the roads for warm weather training with a view to getting in condition for racing.

Choice Plums for Plainfield's Race.

Arrow, Barnes and Columbia racing bicycles, respectively, head the prize list for the Plainfield (N. J.) Cycling Club's third annual 25 mile handicap road race, on Memorial Day. The bicycles were contributed by F. A. Baker & Co., by the club and by the Pope Mfg. Co. There are 30 other prizes, consisting of sundries and merchandise. The race will start at 10 a. m., and the course will be straightaway on Mountain avenue to Mountainside, a 12½ mile leg, which will be covered twice. A sanction has been granted by the N. C. A., and all amateurs registered with that body for 1911 are eligible to compete. Entry blanks are out and entries close on the 26th inst., with Jack Horner, 33 Somerset street, Plainfield, N. J.

Redman to Manage Wandamere Track.

Ivor Redman has been appointed manager of the Wandamere motordrome in Salt Lake City, Utah, the track where the Salt Lake fans get their motorcycle racing thrills. He is a former bicycle rider. The racing season at Wandamere opens on the evening of May 26, with an amateur Marathon card, the first of its kind ever put on in Utah. Only local amateur talent on strictly stock machines will be permitted to compete.

Schieder and Golden at Newark.

Two visiting amateurs who enjoy considerable speed reputation in their own bailiwicks, arrived at Newark, N. J., this week, with a possible view to taking a try at the amateur cycle racing at the Velodrome. They are Joseph Schieder, of Buffalo, N. Y., who is the king pin of Buffalo's flat floor riders, and Joseph Golden, of Toronto, Ont.

LINDERMAN LEADS THEM ALL HOME

Baltimore Cyclists Battle in Lafayette Club's Big Road Handicap—Shaw the Speediest.

Five hundred persons, on Sunday, 7th inst., gathered at Raimia's, on the famous Shell Road, near Baltimore, Md. and fully 500 more were scattered along the triangular six mile course of the road. Fifty bicycle riders, some of whom were scratch, were on their mark, and at 2:45 o'clock a man armed with a .32 caliber revolver pointed the muzzle heavenward and called out—"Are your ready? Go!"

"Bang!" spoke out the revolver and a bunch of long markers of the eight minute division, which was the limit handicap mark, were set in motion. The annual spring 12 mile handicap road race of the Lafayette Wheelmen, the first bicycle event of the season in Baltimore, was on. The crowd gathered at the starting point burst into a cheer, which was taken up all along the line. Eight minutes later the scratch men were off.

Spectators armed with glasses watched the cyclists speed down the road in a cloud of dust. Soon the cloud was the only object to tell the hundreds at the starting place that the men were speeding for the home stretch, and a moment later even the dust cloud was invisible, for the riders had turned the first bend. It was not long, however, before someone shouted, "Here they come!" and, sure enough, the riders were speeding toward the first half of the course. They again disappeared, and, when they hove in sight on the last stretch, R. Linderman, of the Baltimore Bicycle Club, a newly formed organization hardly a month old, was leading. He rode from the six minute mark and was the first man to cross the tape.

Close upon him was Jacob Davis, of the Lafayette Wheelmen, who rode from the seven minute mark, and was the second to put the front wheel of his bicycle over the line.



Joseph Schieder, of Buffalo, N. Y., after a string of amateur cycle race victories at home, will race at Newark.

The first time prize, which was awarded to the rider making the fastest actual time, was captured by W. W. Shaw, of the Carroll Cyclers, who covered the course in the fast time of 33 minutes 40 seconds. Second time prize was pulled down by John Ruhl, of the Carroll Cyclers, his time being 33:43. Third time prize went to E. Sampson, of the Racycle Bicycle Club; time, 34:05.

Thirty prizes in all were awarded. The prize winners follow, numbers in parentheses indicating handicap allowance in minutes:

		Actual Time.
1.	R. Linderman, B. B. C. (6)	36:00
2.	J. Davis, L. W. (7)	37:05
3.	W. Leimbach, C. B. C. (6)	36:30
4.	J. Andrea, B. B. C. (8)	38:35
5.	W. Shaw, C. C. (3)	33:40
6.	J. Ruhl, C. C. (3)	33:43
7.	W. Russo, Unat. (8)	38:47
8.	A. Leimbach, C. B. C. (4)	35:00
9.	E. Sampson, R. B. C. (3)	34:05
10.	G. Sands, By. W. (7)	38:10
11.	R. Miller, L. W (5)	36:15
12.	C. Thomas, G. B. C. (3)	34:20
13.	A. Baker, C. B. C. (3)	34:30
14.	F. Kaczmarek, R. B. C. (7)	38:33
15.	W. Bush, B. B. C. (7)	39:00
16.	B. Edwards, By. W. (7)	39:05
17.	F. Sanborn, C. B. C. (5)	37:10
18.	L. Bossom, L. W. (3)	35:15
19.	H. Klag, By. W. (2½)	35:00
20.	W. Foss, C. B. C. (6)	38:35
21.	W. Lentz, B. B. C. (4)	36:40
22.	A. McDonough, C. C. (4)	36:45
23.	L. Siegel, R. S. (7)	39:50
24.	B. Berkowitz, R. S. (8)	41:00
25.	L. Sanborn, C. B. C. (6)	39:01

Time Prize Winners.

1.	W. W. Shaw (3)	33:40
2.	J. Ruhl, (3)	33:43
3.	E. Sampson (3)	34:05
4.	C. Thomas (3)	34:20
5.	A. Baker (3)	34:30

Abbreviations: L. W., Lafayette Wheelmen; C. B. C., Crescent Bicycle Club; R. B. C., Racycle Bicycle Club; H. W., Highland Wheelmen; C. C., Carroll Cyclers; B. W., Bayonne Wheelmen; A. W., Arrow Wheelmen; B. B. C., Baltimore Bicycle Club; By. W., Broadway Wheelmen; R. S., Reading Standard Bicycle Club; Unat., unattached.

Kramer-Clarke-Fogler Team Match.

As the star attraction on the cycle race program at the Newark (N. J.) Velodrome on Sunday, 14th inst., a three cornered team match is scheduled. The teams will be Macfarland and Clarke, Kramer and Fenn, and Fogler and Root. In addition to the Sunday racing, the Velodrome will commence its program on Wednesday night, racing either on next Wednesday or on the Wednesday after. Manager Chapman is completing all arrangements for the racing at New Haven, Providence and Boston, which with Newark will constitute his racing circuit after Decoration Day. The track at Providence has been put in good condition again, and the necessary repairs are being made at New Haven and at the Hub.

Harley-Davidson Again Triumphant!

2 HARLEY-DAVIDSONS STARTED
2 HARLEY-DAVIDSONS FINISHED

(Of course!)

in the New York Motorcycle Club's Tenth Annual Spring Run, May 7th, to Southampton, Long Island—New York's Biggest Motorcycle Run.

Distance, 210 Miles
Actual Riding Time, 10 Hours
Entries, 73—65 Finished

¶ Joseph Buckingham, Harley-Davidson, the first single cylinder to check at three controls, including the finish.

Both Harley-Davidsons Were Medal Winners

¶ Another demonstration of Harley-Davidsons absolute dependability.

Harley-Davidsons are famous for their winning ways.

Harley-Davidson Motor Company

191 L Street **Milwaukee, Wis.**

PLENTY DOING IN GRAND RAPIDS

Western Michigan Cycle Club Promoting Bicycle and Motorcycle Races—Championship Results.

Club championship races, Sunday road runs, a 200 mile endurance run, and a big Decoration Day field day are some of the items on the sporting calendar of the active Western Michigan Cycle Club of Grand Rapids. The field day is receiving special attention just at present, and all that is needed to make it a big success is good weather, according to the Michiganders. In addition to athletic events there will be two motorcycle races and four bicycle events, for both of which entry blanks are out.



WESTERN MICHIGAN CYCLISTS GATHERED FOR A ROAD RUN

In the club championships there will be two classes in order to give the young riders a chance to find themselves, and the awards will be gold, silver and bronze medals in each class. One of the most ambitious undertakings of the season will be the 200 miles endurance run to Lansing and return early in September. It will occupy two days, and all survivors will receive bronze medals. During the quiet periods when nothing big is "in the works," Sunday road runs will be held.

On Sunday, 7th inst., the first of the club championship events was held, to determine the speed championships of the club's two classes, viz., Class A and Class B. Class A is composed of the senior members of the club and Class B includes the juniors. The club championships are decided after contests, at quarter-mile, half-mile, three-quarters, one mile, two miles, five miles and ten miles, respectively. The winners are scored by points, five for first, four for second, three for third, etc. In Sunday's contests, at quarter-mile, R. Missner was first in Class A, with R. Sproat second and F. Gilmer third. Time, 43 seconds. In Class B the winner was J. Sproat, with A. Schneider second and J. Doan third. Time, 43½ seconds.

Little Albert on a Flying Trip.

Grocers' errand boys have been the central figures in many wonderful mishaps, but none perhaps was more strange than that which befell Albert Valle, of Los Angeles, Cal., last week when he collided with a motor car while riding his bicycle, and was thrown 12 feet in the air, landing on top of a cab which happened to be standing in the path of his descent. More scared than hurt, Valle climbed down off his aerial landing station and entered into negotiations with the motor car driver, who agreed to pay all damages.

Brody's Bicycle Deals Bring Penalty.

John Brody, Hartford, Conn., whom the police claim to have connected with many bicycle thefts in that city recently, was sentenced to jail for three months for embezzlement and bound over to the superior court for theft. Evidence was presented to show that he had hired a bicycle of a dealer and failed to return it, as well as having made several attempts, one of them successful to dispose of bicycles at second hand stores. The accused denied the charges.

New Cycle Track for Berlin, Ont.

A sign of the return to popularity of cycling in Canada is the building of bicycle tracks in several places in the Province of Ontario. At Berlin, Ont., new athletic grounds are being laid out, the grandstand of which is being made of concrete and steel. A third-of-a-mile bicycle track is one of the features of the park.

STYLES WINS EMPIRE HANDICAP

Fisher Takes Time Honors from Scratch—A Big Field—Malloy Injured in a Bad Tumble.

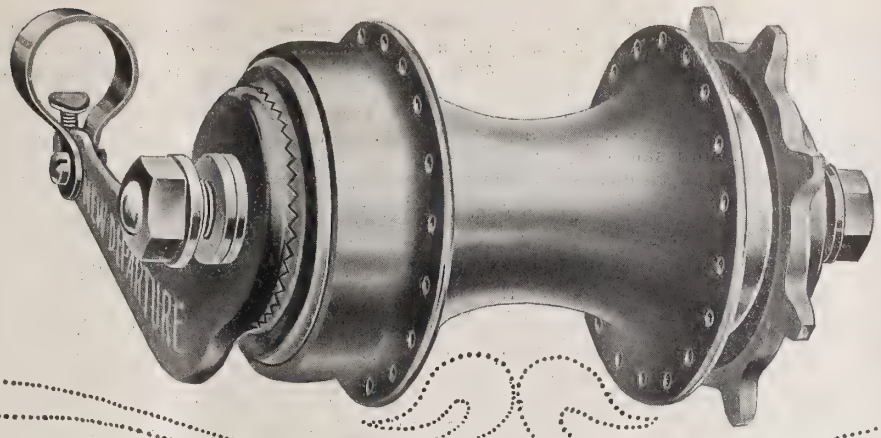
Jumping the field in the last quarter, Stanton A. Styles, a member of the New England Wheelmen and of the Century Road Club Association, riding a New England bicycle with 4:30 handicap, won the 15 mile handicap bicycle road race of the Empire City Wheelmen, of Brooklyn, N. Y., over the Floral Park, L. I., course, Sunday morning, 7th inst., crossing the finish 150 yards in the lead. A. E. Rhodes, of the Empires, and also a 4:30 marker, finished second. Gus Wohlrab, of the association, who had 1:30 handicap, finished third. His time was 41:54⅕. Franklin Fisher, of the Empires, the first scratch man to finish, captured first time prize.

Immediately after he had finished, Styles's victory was protested on the ground that he had switched other riders, but the protest was disallowed and afterward was withdrawn. There were 125 entries and 97 starters, the limit men being sent away by Starter Victor Lind at 11:15 a. m. Deep in sand and seamed with ruts, the course, which was over a 7½ mile stretch out from Floral Park and return, was very bad, and there were numerous spills. The most serious mishap befell James Malloy, a 1:30 man, who went over his bars three miles from the start. He was picked up unconscious and was taken to Nassau County hospital at Mineola suffering with a broken nose, deep cuts in his face and hands, and body bruises. His wheel was smashed.

A humorous incident of the start was the refusal of Walter Raleigh, Jack Townsend and Hugh Brown, of the Irish-American A. C., to start when they learned that they had been given 45 seconds handicap. They claimed that they always had ridden from scratch, and considered the offering of a handicap as an insult. The Acme Wheelmen won the cup offered by the promoting club to the outside club having the most members as starters in the race. Thirty-six of the starters finished. Prizes will be awarded to the winners at the quarters of the Empire City Wheelmen, 319 Atlantic avenue, Brooklyn, Monday night, 15th inst., at 8:00 o'clock.

Toronto Police Have Two Wheelers.

The police department of the city of Toronto, Ont., now has five motorcycles. The equipment last year included two Browns, but three 1911 model Triumphs hace been added this season. One machine has been in use for five years, and has covered 23,000 miles in that time. The machines are only used in the summer time.



The Improved New Departure

Every wearing part of the 1911 model New Departure coaster brake, every working member is as hard, tough and indestructible as tool steel; in fact is tool steel.

The taper on the corrugated end of the clutch sleeve has been slightly changed so that the clutching contact of the hub shell on the forward drive is positive, complete and absolutely prevents all slipping.

The improved hardening of the brake drum provides a surface that will resist the most severe braking strains and wear that occur at this point, without cutting or other injurious results. The method of manufacturing the steel brake rings has also been improved.

Dealers who have the new parts write us that the New Departure is now faultless.

The improvements have been perfected without changing the design that has been so popular for years. Not a single feature has been sacrificed that has already put the New Departure in the top notch. With New Departures on your shelves, you can give your customers

THE HANDSOMEST COASTER BRAKE
THE FINEST FINISHED COASTER BRAKE
THE BEST WEARING COASTER BRAKE
THE SIMPLEST TO REPAIR
THE SAFEST TO RIDE
THE EASIEST TO SELL
THE "FAULTLESS" NEW DEPARTURE

The 1911 catalog of improved model for bicycles, the internal expanding band coaster brake for motorcycles, the 1911 line of bells, cyclometers and sundries, will be sent you on request.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

COASTER BRAKE LICENSORS



PATENTS.

975,056. Spark Plug. William H. McNutt, New York, N. Y. Filed Aug. 4, 1910. Serial No. 575,508.

1. A spark plug provided with a protruding electrode or pole piece, a foraminous metal cap inclosing said pole piece and having one orifice registering with the end thereof and forming the opposing electrode, the size of said pole piece being so proportioned to that of said orifice, that when the electrodes are operatively positioned the passage therebetween is of less than flame-passing magnitude, and all the other orifices of said foraminous cap being also of less than flame-passing magnitude.

976,322. Carbureter. Julius Wm. Walters, Glens Falls, N. Y. Filed Nov. 21, 1905. Serial No. 288,401.

1. A constant level carbureter comprising a shell or casing, a float cup arranged therein and provided with a centrally depressed cover, said float cup being spaced apart at its sides, bottom and top from said casing to form an air passage entirely around said cup, an ejector in said depression opening into said cup for the escape of hydrocarbon, an air inlet at the bottom of the casing, and means at the top of said casing for deflecting air into the said depression.

976,911. Carbureter. John N. Petersen and William F. Pettit, New Orleans, La. Filed Nov. 14, 1908. Serial No. 462,583.

1. A carbureter comprising a valve casing having a substantially straight air passage therethrough, means for supplying gasolene to said valve casing, means for supplying air thereto, a plurality of longitudinal flanges in said valve casing, means for controlling the supply of air and gasolene to said valve casing, a mixture valve mounted to slide in said valve casing and having its periphery in contact with the inner faces of said longitudinal flanges, and two valve seats to which the gasolene supply and the air supply respectively lead, the said seats being arranged to be simultaneously engaged by said mixture valve, to check the flow of air and gasolene.

977,533. Bicycle Lock. Clarence H. Myers, Denver, Col. Filed Nov. 17, 1908. Serial No. 463,104.

In a bicycle lock, the combination of a head or sleeve and a steering post or shaft normally movable in the head or sleeve for steering purposes, the said post and sleeve having openings therethrough which register when the said parts are in a prede-

PITTSFIELD

MOTORCYCLE SPARK COILS

Unaffected by Vibration — Waterproof

OUR WONDERFULLY EFFECTIVE INSULATION by vacuum process and impregnation of a special solid compound holds the entire coil together and prevents short circuits through vibration or moisture. No amount of jolting impairs their efficiency.

Motorcyclists who use the Pittsfield Coil are freer from aggravating breakdowns and delays on account of poor sparking.

They are compact, fire the mixture quickly with a spark of great intensity and prolong life of batteries.



Write for Catalogue on Coils and Jewel Spark Plugs

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* Full line carried.

Pittsfield Spark Coil Co.

Dalton Massachusetts

No. 88 Motorcycle Lamp—$5

A Motorcycle Searchlight.
Mirror Lens Projecting a Powerful Light.
Integral Generator.
Nickel Finish.
Weighs Only 23 Ounces.



THE MOTOR CAR EQUIPMENT CO.
558 Warren Street, New York City

"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

Kelly=Racine Tires

For Motorcycles and Bicycles

are now being made in our new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.

We shall produce 1,500 motorcycle tires and 3,000 bicycle tires per day, together with 1,200 inner tubes, a full line of tire sundries and a line of automobile, motor truck and carriage tires. Each tire, too, will have years of "know how" in it. Get acquainted with us promptly, as our earliest customers will have reason to rejoice.

KELLY=RACINE RUBBER CO.

Racine, Wisconsin

termined position, and means for locking the post within the head or sleeve to prevent independent rotary movement of the post, said means comprising a key adapted to pass through the openings in both members, and protruding on opposite sides, one extremity of the key having a stop to prevent it from passing through on one side; while the other extremity is provided with an eye, and a padlock whose hasp is passed through said eye.

977,900. Bicycle Crank. Timothy Reynolds, Selma, Cal. Filed March 15, 1910. Serial No. 549,389.

1. In a device of the character described the combination with a hanger, of a pair of cranks each provided with an annular shaft section adapted to enter said hanger from opposite ends, one of said sections being hollow and externally threaded and provided with a cone seat, a cone for said seat, a sleeve having a threaded engagement with said section for holding said cone to its seat, a threaded end cone surrounding and overlapping the free end of said section, said end cone having a flange that is provided with grooves, anti-friction bearings interposed between said cone and said hanger, the other shaft section being adapted to telescope with said hollow shaft section, means for fastening said sections in telescoping relation, and lugs carried by the inclosed section for engagement with the grooves of the flanged cone.

978,881. Vehicle Frame. William S. Harley, Milwaukee, Wis. Filed May 1, 1910. Serial No. 561,793.

1. In a vehicle frame having a seat mast and rear fork members secured thereto; the combination of links in toggle connection with the forks, back stays secured to the links, a bridge piece connecting the back stays, thimbles carried by the bridge piece, a stay-bolt secured to the seat mast, heads suspended from the stay-bolt, sleeves carried by the heads in telescopic union with the thimbles, coiled springs interposed between the heads and thimble bottoms, a cylinder suspended upon the stay-bolt intermediate of the heads, a piston head reciprocating mounted within the cylinder, and a piston rod extending from the piston head rigidly secured to the bridge piece.

Tire accidents never bother the man who carries

TIRE=DOH

Permanently repairs punctures and blowouts in tubes or casings in a few minutes *without vulcanizing.* Motorcycle Outfit, 75 Cents, sent postpaid upon receipt of price.

ATLAS AUTO SUPPLY CO., 87 E. Adams St., Chicago



NATHAN'S

Our 1911 Illustrated Catalog contains descriptions and prices of all styles of LEGGINS and many new specialties that add to the style and comfort of motorcyclists. FREE ON REQUEST. Special quotations to jobbers and dealers.

NATHAN NOVELTY MFG. CO.,
86B Reade St. New York

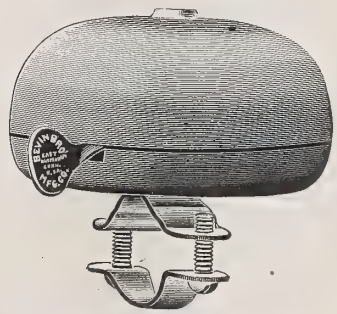


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We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

Bevin Bells



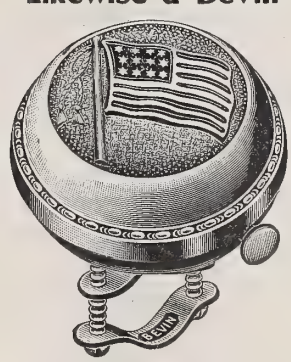
Here is a Bevin



and Another Bevin



Likewise a Bevin



Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

FOR SALE BY LEADING JOBBERS EVERYWHERE.

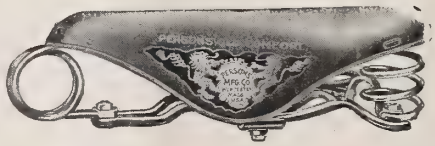
BEVIN BROS. MFG. CO.
Easthampton, Conn.

85% BOSCH

In the 210 mile Spring Run of the New York Motorcycle Club, 55 of the 65 medal winners were Bosch-Equipped. Be sure of your ignition —specify "Bosch."

Bosch Magneto Company
223-225 West 46th Street, New York
Chicago Detroit San Francisco

Insist on Having Saddles Bearing Our Name



Are You Accepting a Cheap Substitute?

PERSONS OLD COMFORT
(For Bicycles)

Size of Top, 11" x 7¾" List Price, $2.75

For complete description see our full page advertisement in the May 6th issue of this paper, or write us for catalogue.

Specify This Superior Quality Saddle as Equipment. It Will Cost You No More



OUR 1911 CHAMPION FOR MOTORCYCLES

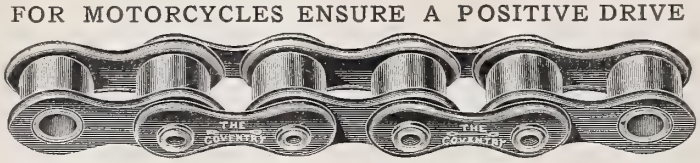
Compare this Saddle With Any Other Make. That's Fair.

MOTORCYCLISTS — JUST THIS!

Insist on being shown our 1911 Model Champion in comparison with any other Saddle before specifying equipment on your machines. We are satisfied to rest on your decision. QUALITY WINS.

THE PERSONS MFG. CO., Worcester, Mass.

COVENTRY CHAINS
FOR MOTORCYCLES ENSURE A POSITIVE DRIVE



ELIMINATES SLIPPING—CHEAPER THAN A BELT

On account of their well known wearing and non-stretching qualities Coventry Chains are recognized as the highest art of chain construction. Large stock always on hand. Send for leaflets 34.

United States Representatives.

S. HOFFNUNG & CO., Ltd., 116 Broad St., New York

GRINNELL GLOVES
Are Best for Motorcyclists

They are decidedly classy; keep out all dust; are so soft that delicate adjustments can be made with them on; when soiled are washable; wear like steel.

The **"Rist-Fit"** allows the gloves to be drawn snugly at the wrist, keeping the gauntlet from sagging down over hands. The ventilated back keeps the hands cool in hottest weather. See **Grinnell Gloves** at your dealer's. If he doesn't handle them write for pair on approval. Send for samples of leather and illustrated booklet.



Morrison-Ricker Mfg. Co.
115 Broad St. Grinnell, Ia.
Originators and Patentees of Ventilated and "Rist-Fit" Gloves

MAKE MISSOURIANS
OF YOUR CUSTOMERS
SHOW THEM
THE SHIPP HANDLE BAR LAMP BRACKET
THEY WILL BUY

WATT SHIPP
PATENTEE
SALEM, OREGON

STEVENS & CO.
DISTRIBUTORS
NEW YORK CITY

Arnold, Schwinn & Co.
1718 to 1732 North 43rd Ave. CHICAGO, ILL.

MAKERS OF THE

"WORLD" BICYCLE

Also the Largest Manufacturers of Jobbing Bicycles in America.

WRITE FOR PRICES



This is NEVERLEAK Season

Are You Ready?

No bicycle kit and no bicycle repair shop is complete without NEVERLEAK, the wonderful TIRE FLUID that heals punctures without the rider having to dismount.

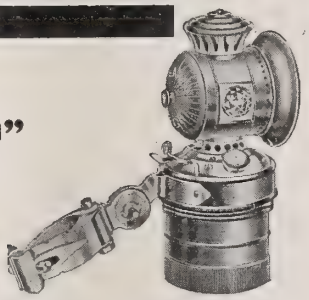
There's big money in NEVERLEAK for you—especially in the "TIP TOP" offer, which means a lower price to you, and twice the usual number of certificates.

Did you ever see NEVERLEAK premiums? They're dandies. Dealers everywhere are enthusiastic over them. They're easy to get because NEVERLEAK is such a sure and easy seller. Just ask your jobber why NEVERLEAK will make money for you.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

IF IT'S A "SEARCH-LIGHT"

(Burns Gas)



it's the best bicycle lamp obtainable. The Bridgeport Brass Company have been building "Search-Light" bicycle lamps since the inception of the bicycle industry. If it were possible to build a better lamp—a better lamp would have been on the market years ago.

Get the "Search-Light" for your wheel—powerful, penetrating rays. Easy to operate—no trouble or care. Makes its own gas.

DEALERS!

Are you fully stocked? If not, write for our interesting proposition.

BRIDGEPORT BRASS COMPANY

116 Crescent Avenue **BRIDGEPORT, CONN.**

The Only Complete Tire Repair Outfit for Motorcycles on the Market.

Fits Any Tool Box.

"TITE-WAD"

TRADE-MARK

"CAN'T TEAR IT OFF"

The Rubber Putty

Our new **Motorcycle outfit immediately** and **permanently** repairs punctures, blow-outs, cuts and tears in tube or casing, on the road or in the shop, with no tools but your hands.

"TITE-WAD" makes a true **"COLD VULCANIZED" REPAIR.**

With every **"TITE-WAD"** outfit we furnish a genuine **Friction Patch** for strengthening the casing in case of a severe blow-out. This patch is the best **emergency patch that can be made.**

A $1.00 "TITE-WAD" outfit will "cold vulcanize" 30 punctures in tube or casings.

THINK WHAT THAT MEANS.

Send us $1.00 **now** for this complete motorcycle "TITE-WAD" outfit and if you are not satisfied with it in every way, return it to us and we will refund your money without any red tape whatever.

We have a live proposition for live dealers. Write today enclosing letterhead.

PAGE-LESTER COMPANY

126 W. Van Buren St. **CHICAGO, ILL.**

MOTORCYCLE TIRES AT HALF PRICE

Don't be skeptical in buying these tires because the price is low. They are of standard construction (moulded type) and were made to sell at regular prices.

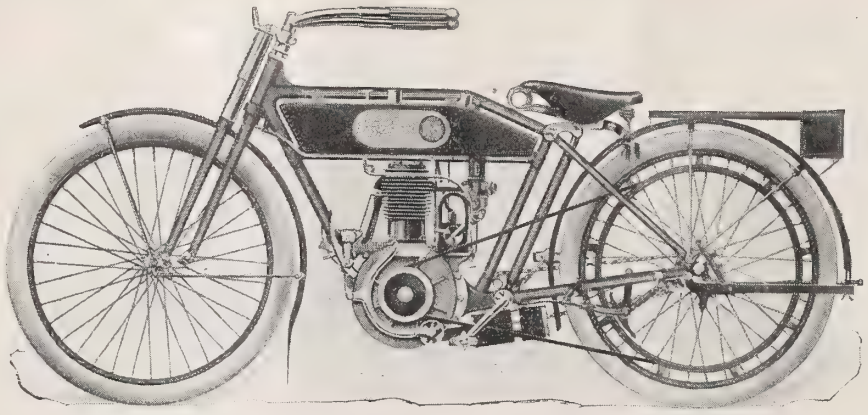
You take no chances in buying as we guarantee these tires to be satisfactory and to be the biggest snap ever offered in motorcycle tires. If you don't think so when you receive the tires return to us and we will refund your money This snap won't last long, so send in your order quick if you want to save 50 per cent. on your tires.

PRICES—Single or Double Clincher

Bailey or Grid Iron Tread

26 x 2¼	$5.25	28 x 2¼	$6.25
26 x 2½	5.50	28 x 2½	7.00
26 x 2¾	6.00	28 x 2¾	7.50
28 x 2	5.25	28 x 3	7.75

AMERICAN TIRE & RUBBER COMPANY, 1229-1231 Michigan Ave., Chicago, Ill.



THE NEW R-S
Has Come Into Its Own

The First Public Test of The 1911 Reading Standard

was in the New York Motorcycle Club Double Century Run, May 7.

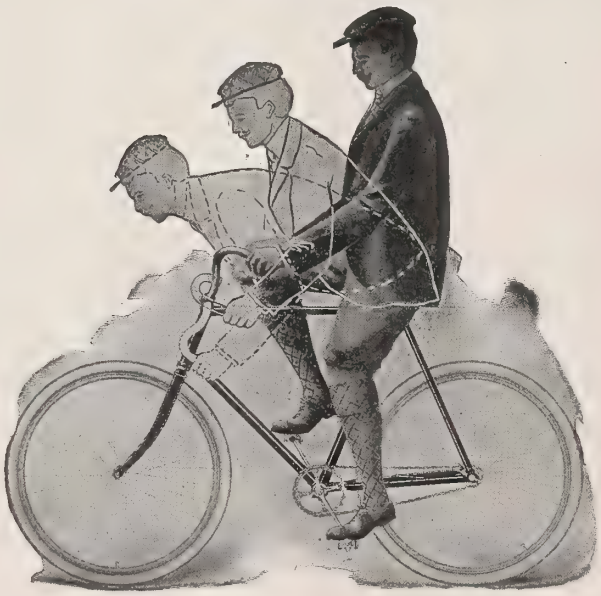
Four New 1911 Reading Standards started; all finished with perfect scores. No trouble, no delay, no worry. The comfort, convenience and safety of the Double Brake System, Adjustable Foot Rests, Shock Absorbing Seat Post, and above all the remarkable efficiency of the R-S Ball Bearing Motor was conclusively demonstrated, not only to the riders, but to nearly one hundred (100) contestants who watched the performance of this machine with great interest. The first 50 miles became a road race and the New R-S proved its speed as well as reliability, two of them being the first singles to reach Patchogue, beaten only by three big twins, two of which started several minutes ahead of the R-S.

A Word to Live Dealers—The New R-S has more visible and prominent selling points than any other motorcycle now on the market, and above all there is quality in design, workmanship and material that has ever before been reached on motorcycle construction. We have some valuable territory open. Write for catalogue and terms.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

The KELLY ADJUSTABLE HANDLE BAR

"The Handle that Handles Handily."



Permits those changes of position that best suit the need or mood of the rider.

KELLY HANDLE BAR CO., Cleveland, O.

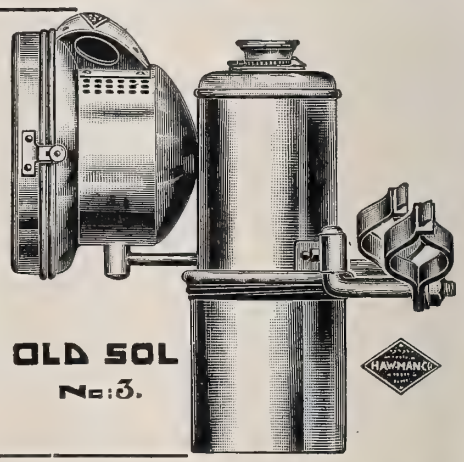
"OLD SOL"

The cleverest little motorcycle lamp ever made. Will withstand the most severe motorcycle service.

Price of Lamp..$4 00
Price of Brackets 1 00
Total.....$5 00

Light about 100 candle power.

HAWTHORNE MFG. CO., Inc.
20 Spruce St.,
Bridgeport, Conn.



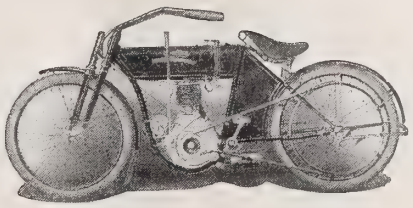
Largest and Best Stock of

Bicycle and Motorcycle SUPPLIES

in Western New York

GET OUR NEW CATALOG

THE SIDNEY B. ROBY CO., Rochester, N.Y.



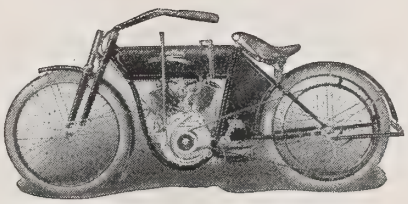
The Emblem itself is right for the rider, and the Emblem policy is right for the dealer. Are you right for the Emblem? Why not write?

EMBLEM MANUFACTURING CO.

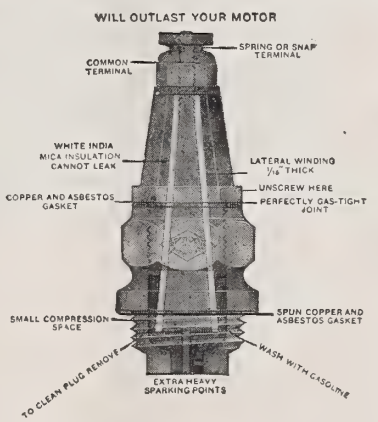
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

EMBLEM



SPLITDORF
Motorcycle Plugs
Make Another Clean Sweep



at the opening of the Oakland, Cal., Motordrome, April 23.

Each of the seven events won by motorcycles equipped with SPLITDORF Plugs.

Fastest time made by Chas. Balke, who won the ten mile event in 7.15 3-5.

Every winner highly enthusiastic over the Perfect Ignition given by these Plugs.

The Plug that wins continuously on speedway and in road races is the logical one to buy.

Specify SPLITDORF Plugs and see that you get them.

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San Francisco: 520 Van Ness Ave.
Detroit: 868 Woodward Ave.
Boston: Motor Mart.
Los Angeles: 1226 S. Olive St.

C. F. SPLITDORF

Branch 1679 Broadway

Walton Ave. and 138th St., NEW YORK

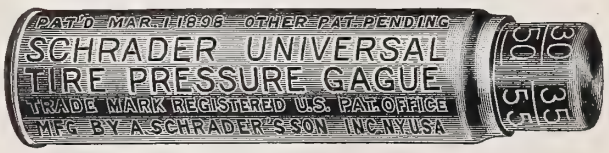
Motorcyclists and bicyclists should consider the importance of having their tires inflated to the right pressure.

IT IS TIRE ECONOMY AND IT SAVES MONEY

To know what pressure you have in your tires, use a

SCHRADER
Universal Tire
Pressure Gauge

(Trade Mark Registered in U. S. Patent Office)



(Patented March, 1898—Other Patents Pending)

It will tell the exact pressure in your tires at any time, day or night, by simply holding this Gauge to your Valve for a second. Its recording sleeve remains in place, showing the exact pressure in the tire so that the Gauge can be taken anywhere and read, at night to the front of machine into the light of the lamps. After the pressure has been ascertained the Indicating Sleeve can be pushed back into the Gauge with your finger. No catches or snaps to operate or get out of order. This Gauge is 2½ inches long over all, short enough to apply easily to the smallest diameter of wheel and can easily be carried in the vest pocket or the change pocket of your trousers.

PRICE $1.00 EACH
READY FOR DELIVERY NOW

Guaranteed Simple
AND
Absolutely Accurate

INDISPENSABLE IN TIRE REPAIR SHOPS

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.
28-32 Rose Street New York City

Manufacturers of the famous Schrader Universal Valves for Automobile, Motorcycle and Bicycle Tires.



Don't wish for smooth roads—ride

THE FLYING MERKEL

and have them.

"The Flying Merkel's" Spring Frame and Spring Fork makes the roughest roads seem smooth. It cuts out all bumping, jolting, jarring and vibration, and makes motorcycling a real pleasure.

Send for catalog "D"

Merkel-Light Motor Co.
POTTSTOWN, PENNSYLVANIA
MEMBERS OF M.M.A.

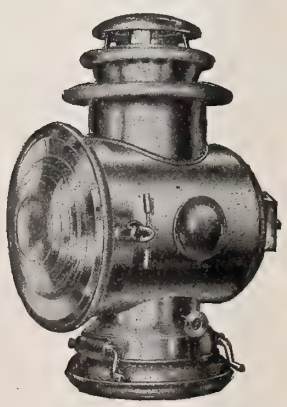
Chicago Branch, 2127 Michigan Avenue
Distributors for Northern California, Geo. A. Faulkner, Oakland
For Southern California, Automotor Equip. Co., Los Angeles

HAM'S DERBY

HAMLIGHT
QUALITY LAMPS

Cold Blast Motorcycle Lamp

Burns kerosene oil.



Has none of the bad features of the acetylene and all of the good.

Produces a light of exceptional brilliancy and will not blow or jar out.

Handsomely designed to conform with the graceful lines of the motorcycle and strongly constructed of heavy gauge brass, all parts riveted.

Measures 9 inches high and fitted with a 4¾-inch magnifying lense, highly polished silver plated reflectors, and red and green side signals.

Handsomely finished in polished brass, nickel plate, black, Royal blue, French gray or red with nickel or brass trimmings.

Write for detailed description and price list.

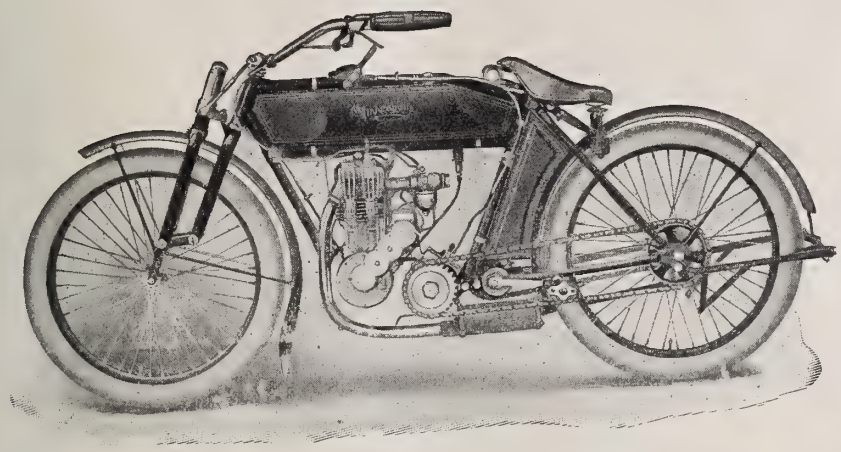
C. T. HAM MFG. COMPANY
ROCHESTER, N. Y.

There Will Be But One WINNER for 1911

The Minneapolis BIG FIVE

Model "N"

WITH UNIT POWER PLANT



In this advanced model may be had everything that can be desired in a motorcycle and a whole lot more than most riders can appreciate without trying the machine. Great power without vibration—clutch which runs in oil and needs no adjusting, TWO-SPEED GEAR, the most desirable of all, and with clutch control on the handlebar, which is necessary for perfect control of the machine. Low saddle position with a perfect spring fork and an exceedingly attractive and beautiful appearing machine, of which every rider will feel justly proud.

STRONG FEATURES—Free Engine Clutch, enclosed in oil-tight case. Two-Speed Gear, enclosed in oil-tight case. Enclosed Drive Gears. Only one Drive Chain, and large Sprockets. Hess-Bright Ball-Bearings throughout. Early deliveries guaranteed.

SEND FOR FULL DESCRIPTION

MINNEAPOLIS MOTORCYCLE COMPANY, 517 South 7th Street, Minneapolis, Minn.

The Quickest, Surest Way of Getting Back Home

The Diamond TIRE SLEEVE



The Diamond Tire Sleeve protects any injury under the length of the sleeve—

Averaging, according to your tire cross sectional size from 5 to 5½ inches.

Fits inside and under the rim. Envelopes the casing as a tight fitting glove. Holds a rim cut as effectively as a puncture on the tread (the construction of Diamond Motorcycle Tires prevents rim cutting).

Can be applied in from 3 to 5 minutes. Will not creep or move.

Gives several hundred miles' service under ordinary conditions.

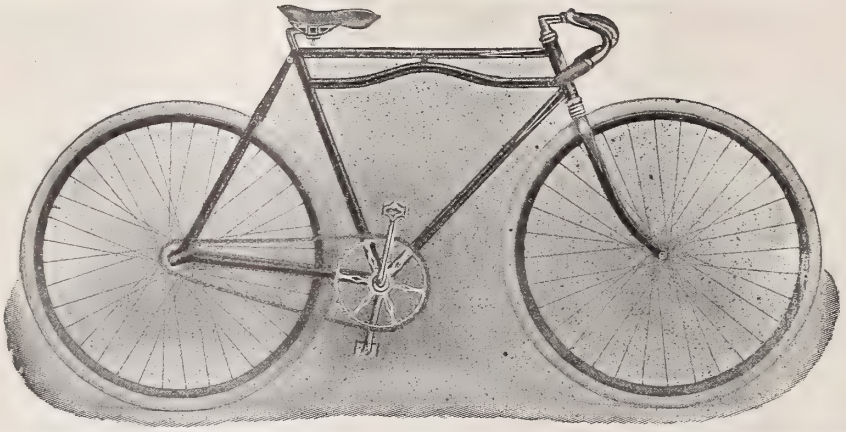
A fabric patch to protect the inner tube in case of large injury accompanies each sleeve, making a complete repair.

Furnished for motorcycle tires of cross sectional sizes 2¼ inches—2½ inches—2¾ inches. Net price $1.00 each.

Write for booklet, "Diamond Repair Devices."

THE DIAMOND RUBBER CO., Akron, Ohio

Sales Houses and Service Stations in 54 principal cities, covering all sections.



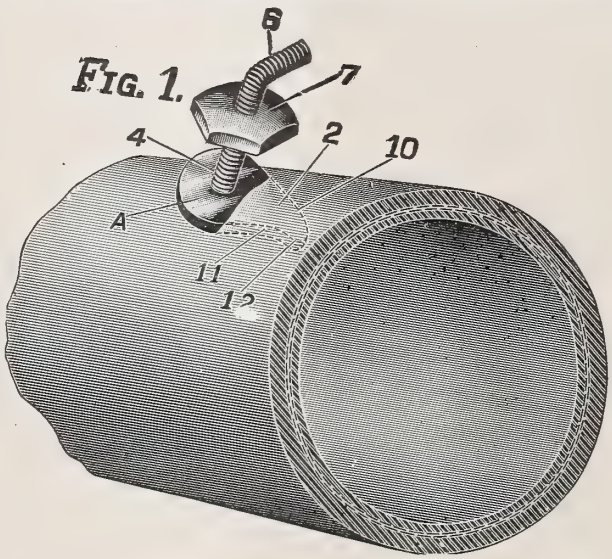
Everybody Wants a Bicycle—

Are you prepared to reap the benefits of this unprecedented demand?

"Toledo" Bicycles have fully satisfied discriminating riders for SIXTEEN YEARS.

Have you investigated the merits of our
HYGIENIC SPRING SEAT POST FOR JUVENILES?
It is a great talking point for dealers.
Better write for catalog today and investigate.

The Toledo Metal Wheel Co., Toledo, Ohio
New York Office and Salesroom—381-383 Broadway, Cor. White St.



The Harris Brass Plug

NEW, SIMPLE AND EFFECTIVE

Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or plyer.

ELECTROTYPES FURNISHED FOR CATALOGS.

Buy Through Your Jobber.

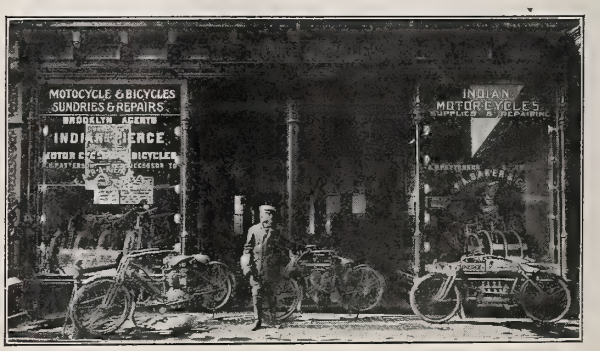
D. P. Harris Hardware Co., 48 Warren St., New York

Brooklyn Agent for

INDIAN, PIERCE and NEW ERA
Motorcycles and Quick Delivery Tri-Cars

A. H. PATTERSON

1080-1082 Bedford Avenue



Our store is located on one of the main boulevards to Coney Island. We sell everything made for the motorcycle, and have the largest retail stock of parts and accessories in Greater New York. We repair all makes of motorcycle at our electric repair shop.

N.S.U. SPRING FRAME TWO SPEEDS

Every dealer, every motorcyclist should send for the N. S. U. Motorcycle Book—Write today.

N. S. U. MOTOR COMPANY
206 West 76th St. Dept. B New York City

Goods Well Bought Are Half Sold

1911 Overland and Black Diamond 1911 BICYCLES

Invite Your Careful Consideration

Write for Quotations and Territory Allotment Today

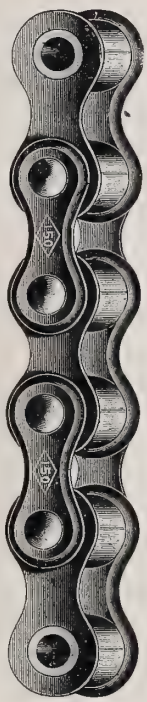
BI-MOTOR EQUIPMENT COMPANY
177-179 Portland Street Boston, Mass.

Tucker Rims
HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO

These Two Diamond Chains



can't be beat for motorcycle work. They are right for strength, right for wear, right for satisfactory service in any weather and on any roads. Besides, as any dealer will tell you, the Diamond connecting link, with which they may be lengthened or repaired is the simplest thing of the kind ever invented.



TRADE ◇ MARK

Diamond Chain and Mfg. Co.
141 W. Georgia St., Indianapolis, Ind.
Capacity 8,000,000 feet per year
(106)



The New England Racer Price $55

A WINNER
Fast Strong
Light Snappy

The Only Bicycle in the World Built for Sprint RACING on Small Board Tracks.

Three Reasons Why

First. It brings the rear wheel four inches closer to the hanger, bringing more weight on the rear wheel, and relieves the strain from the front wheel and forks. This will be appreciated by all track riders, as it is a well established fact that in order to acquire any great amount of speed on tracks with sharp turns, it is essential to have all possible weight of the rider on the rear wheel.

Second. The **New England Racer** uses from 14 to 19 inches less chain than the average racing models. This is a big factor in racing, as a long chain is bound to swerve, and if not kept tight will jump the sprockets or catch on the top of a tooth and break. This is a frequent occurrence on board tracks. On the **New England Racer** the chain can be adjusted as loose as the rider desires without the least danger of jumping the sprockets or breaking.

Third. The rear stays being much shorter, are stronger, and will prevent the sprockets from pulling out of alignment with each other under great strain.

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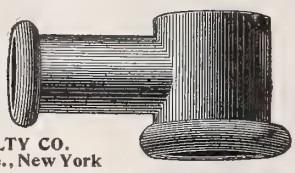
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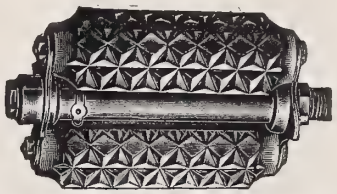
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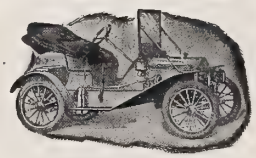
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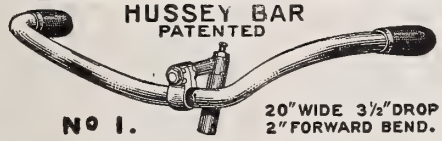
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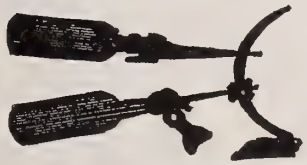
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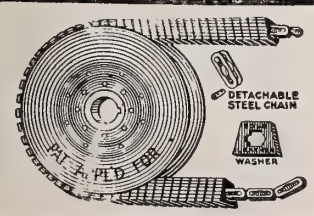
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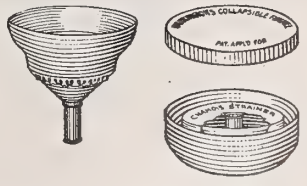
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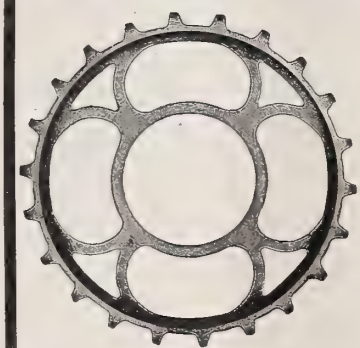
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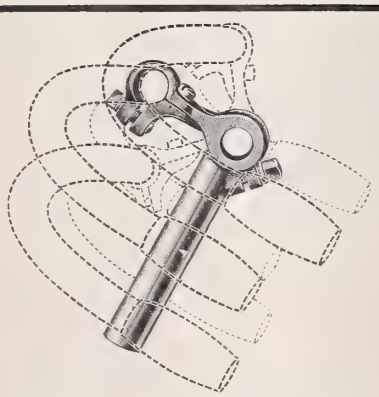
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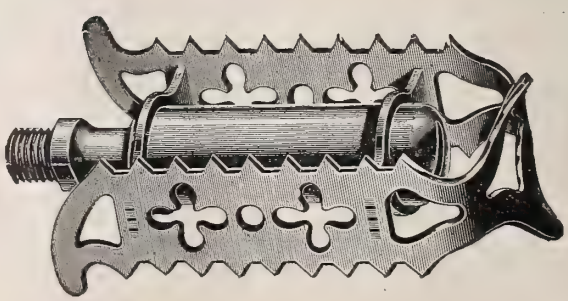
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A tire that prevents skidding and is safe and reliable on wet, slippery roads and city streets. Of high quality and careful construction. Furnished in road weight or in thick tread.



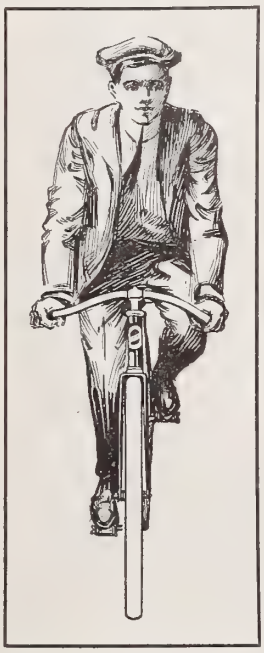
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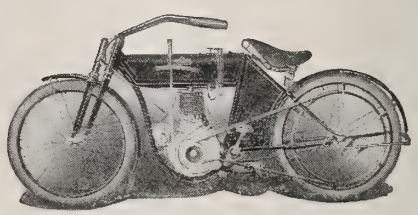


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If you are already a POPE DEALER, don't fail to stock up; if not, take our advice and become one. Don't neglect this opportunity. POPE bicycles will boom your business. Write for catalogues and terms.

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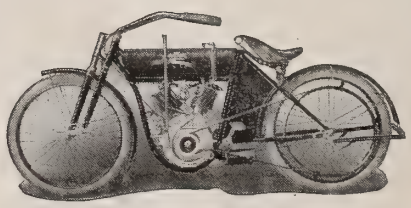


The Emblem itself is right for the rider, and the Emblem policy is right for the dealer. Are you right for the Emblem? Why not write?

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The Goodyear Pathfinder Single Tube Tire is the biggest-value bicycle tire that *can* be offered to riders.

For it is made of the finest grade of new Para rubber; it gives greater mileage than any other bicycle tire—hence the tire cost per mile is *cheapest* with the Goodyear Pathfinder—it costs far less than any other in the end.

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Thus the rider whose bicycle is Goodyear-equipped saves money on tires and dispenses with repair difficulties—he gets tremendous satisfaction from his tires.

That means a repeat order for the dealer who sold him **Goodyear Pathfinder Bicycle Tires.** The pleased rider is a constant, steady advertisement—a business producer—for that dealer.

That's why dealers in **Goodyear Pathfinder Single Tube Bicycle Tires** are doing a big business on this product alone—are making big money by selling them.

Our **Pathfinder Non-Skid Extra Heavy Bicycle Tire** means additional business for dealers. Its block tread forms a vacuum upon contact with slippery streets and *prevents skidding and side-slipping.*

Please note from the illustration how the construction of these two business-producing tires give durability greater than any other tire.

In addition to the finest new Para rubber, the special closely-woven Egyptian fabric is superior to that of ordinary tires. A strip of this fabric one inch wide has a tensile strength of 150 pounds, while that of the ordinary muslin used in commonplace tires is but 40 to 60 pounds.

The rim side of the **Pathfinder Non-Skid Tire** is pebbled so as to give the rim-cement a tight grip—this abolishes the possibility of "creeping."

The reinforcing strip is made of toughened rubber that preserves the resiliency and gives additional resistance to wear.

These facts are of vast importance to the rider—hence taking advantage of them in your business means a decided increase in sales.

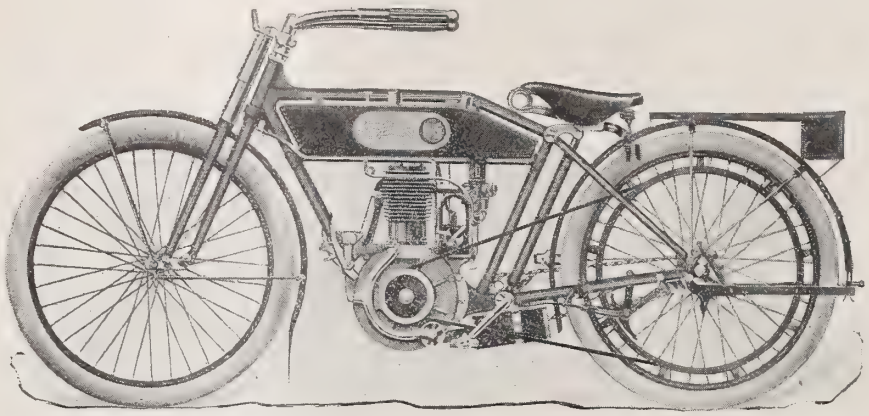
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GOODYEAR

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Branches and Agencies in 103 Principal Cities

(258)



THE NEW R-S
Has Come Into Its Own

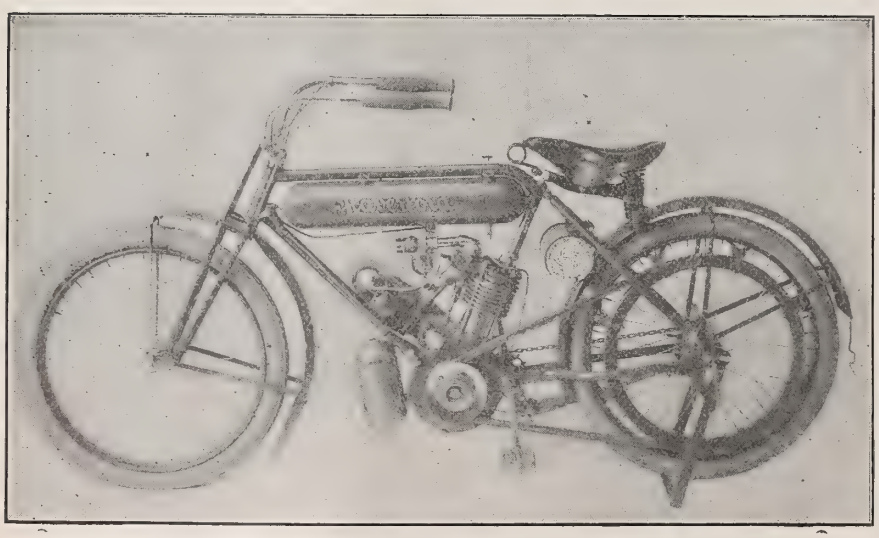
The First Public Test of The 1911 Reading Standard was in the New York Motorcycle Club Double Century Run, May 7.

Four New 1911 Reading Standards started; all finished with perfect scores. No trouble, no delay, no worry. The comfort, convenience and safety of the Double Brake System, Adjustable Foot Rests, Shock Absorbing Seat Post, and above all the remarkable efficiency of the R-S Ball Bearing Motor was conclusively demonstrated, not only to the riders, but to nearly one hundred (100) contestants who watched the performance of this machine with great interest. The first 50 miles became a road race and the New R-S proved its speed as well as reliability, two of them being the first singles to reach Patchogue, beaten only by three big twins, two of which started several minutes ahead of the R-S.

A Word to Live Dealers—The New R-S has more visible and prominent selling points than any other motorcycle now on the market, and above all there is quality in design, workmanship and material that has ever before been reached on motorcycle construction. We have some valuable territory open. Write for catalogue and terms.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

The Haverford



Haverford Cycle Company

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427 10th ST., N. W., WASHINGTON, D. C. 763 MAIN ST., BUFFALO, N. Y.
945 BROAD ST., NEWARK, N. J. 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

Sets a New Standard of Motorcycle Value

¶ You don't have to take our word for it either. Here is tangible proof:

$185

Includes:
Bosch Magneto
Schebler Carbureter
4 Horsepower Engine

$150
with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

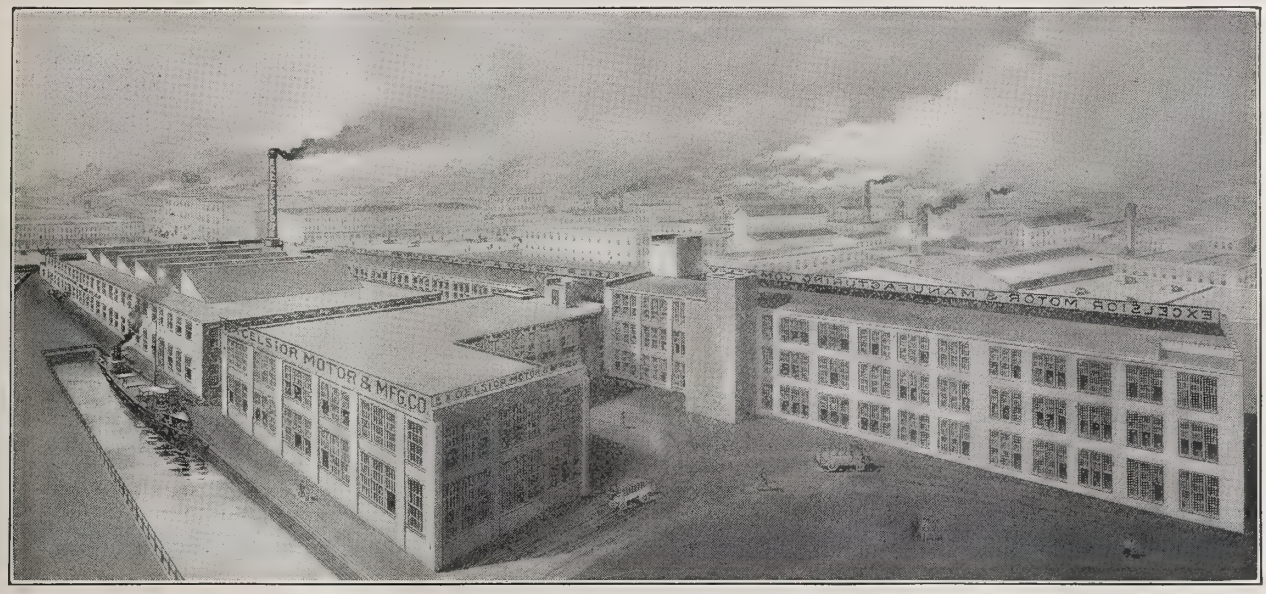
¶ Do you want to be a live agent or the satisfied owner?

¶ Catalogue or agents selling proposition on request.

1911 Models Now Ready

The Factory Behind the Product

A strong plant is never grown in barren soil and the quality of any product is dependent upon the facilities for its manufacture.



The factory producing the

EXCELSIOR AUTO-CYCLE

is beyond question the most thoroughly equipped and complete motorcycle factory in the world.

With the buildings just finished, the total floor space is slightly over 190,000 square feet and the machinery and equipment is the best obtainable.

A comparison of these facilities with those of factories with a limited product or building only a part of the machine will clearly indicate one of the reasons for

EXCELSIOR SUPERIORITY

Three models for 1911—two Singles and a Twin. All described in Catalog C-11. Write for it today.

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San Francisco Branch—361-363 Golden Gate Ave.
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On the best stretch, unfortunately, you may hit a broken bottle or a horse shoe nail—small tube puncture.

If you have to labor with the old-time patch and cement you're likely to get out of tune with the day and yourself.

Then's the time for

Diamond



Cementless Patches

All that's necessary is to—

Clean puncture thoroughly, apply patch, insert tube and go ahead.

The heat caused by running the tire securely vulcanizes the patch—making it a permanent repair.

Each repair costs you 8 1-3 cents. An air-tight box of 12 patches for only $1.00. Your dealer sells them.

THE DIAMOND RUBBER CO., Akron, Ohio

Sales Houses and Service Stations in 54 Principal Cities, Covering All Sections

Opening Meet at Guttenberg, May 14

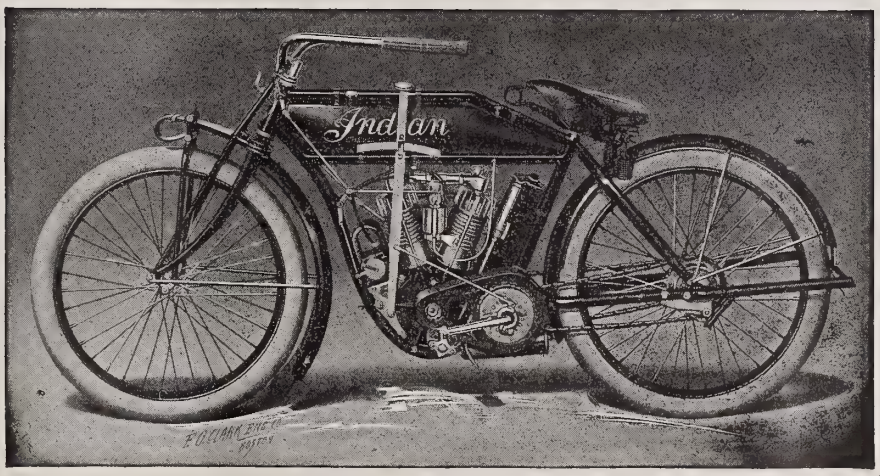
THE *Indian*

Made a Clean Sweep

Consistent, Continuous Conquests

Significant Superiority

Indian Quality



Indian Efficiency

Illustrated Catalogue B Tells About Them

THE HENDEE MANUFACTURING CO.

SPRINGFIELD, MASS.

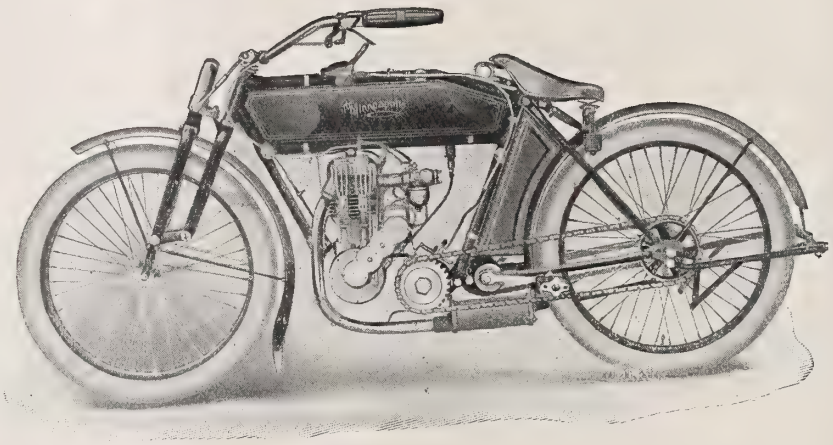
Chicago Branch
1251 Michigan Avenue

Pacific Coast Branch
234 Van Ness Avenue, San Francisco

London Depot
178 Gt. Portland Street

Minneapolis "Big Five"

Model "N"



Free Engine Clutch
Two Speed Gear
Unit Power Plant
Full 5 Horsepower
Only One Drive Chain
Large Sprockets
Enclosed Drive Gears
Hess-Bright Bearings
Clutch Runs in Oil
Low Saddle Position
Perfect Spring Fork
Prompt Deliveries

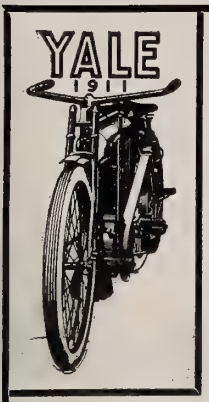
MINNEAPOLIS MOTORCYCLE COMPANY
517 South 7th Street **Minneapolis, Minn.**

Pennsylvania BICYCLE TIRES

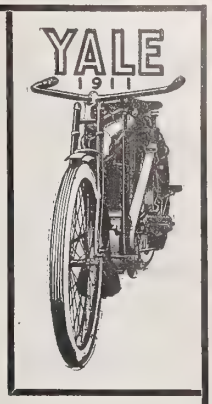
For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



YALE
MOTORCYCLES



Again Demonstrate That Service Feature

(SO ESSENTIAL IN A REAL MOTORCYCLE)

In the New York Motorcycle Club's Tenth Annual Spring Run, May 7th, to Southampton, L. I., and return—210 miles—73 started; 63 finished. 5 Yales started; 5 Yales finished with perfect scores —1000%— and received medals. The Yale riders were Arthur Leslie, H. Trauppner, R. Walker, B. J. Huerlander, Jr., and H. Nichols. The last named won the individual perfect score cup in the New Jersey Motorcycle Club's 250 mile Decoration Day run in 1910.

Quality Counts

Yale Motorcycles Are Quality Motorcycles

What You Get for Your Money is the Amount of Service You Get from the Article You Buy

A LIMITED AMOUNT OF TERRITORY UNOCCUPIED

Write today and get the whole story.

THE CONSOLIDATED MFG. COMPANY

1709 Fernwood Avenue Members M. M. A. **TOLEDO, OHIO**

F. C. CORNISH, Eastern Representative, 219 Olinton Avenue, Newark, N. J.

We also make Yale and Snell Bicycles, Hussey Handle Bars and Drop Forgings of every description



Good Light Costs Less Than Accidents

Unless you can see the ruts, bumps, holes and obstacles along your path at night, you are exposing your machine, yourself and possibly a passenger, to constant risk of serious accident. One such accident would cost you more than a whole year's supply of Prest-O-Lite.

PREST-O-LITE Gas Tank

Shows up every detail of the road, and floods it far ahead with strong, unwavering light, which you turn on and off like a gas jet.

The Prest-O-Lite Tank gives you 40 hours of steady, dependable light (using a ¼ ft. burner). When empty, exchange it for a full tank, at a small fee. No dirty work, no uncertainty of light flaring up or dying out, and yet Prest-O-Lite service costs no more—usually costs less—than the carbide which a generator consumes.

Remember, too, that the genuine Prest-O-Lite Tank is in universal use and demand, and is always saleable for about what you put into it. It is the **only** tank that, when empty, can be promptly exchanged, **anywhere and always.** Don't let anyone give you a counterfeit—you may not be able to "pass" it.

The Prest-O-Lite Co. **245 East South St. Indianapolis, Ind.**

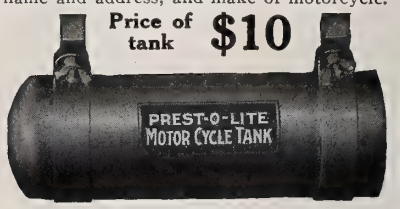
Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

FREE—Our Handy Ruler

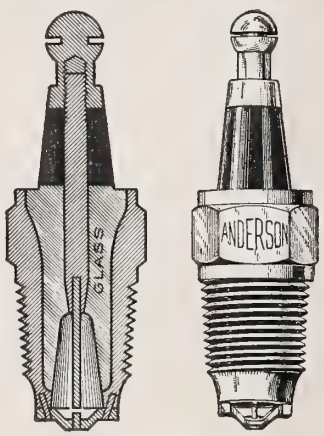
Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.

Price of tank $10



Dimensions: Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

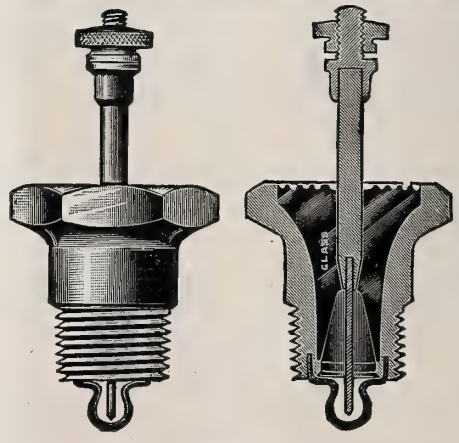
ANDERSON GLASS-AND-STEEL SPARK PLUGS



Model B
Licensed Price, $1.50

"A Window to the Engine"

Glass Insulation, the Glass Being Welded to the Steel. Absolutely the Strongest, Most Enduring and Certain Plug on the Market, Although of Glass.



Model A
Licensed Price, $1.50

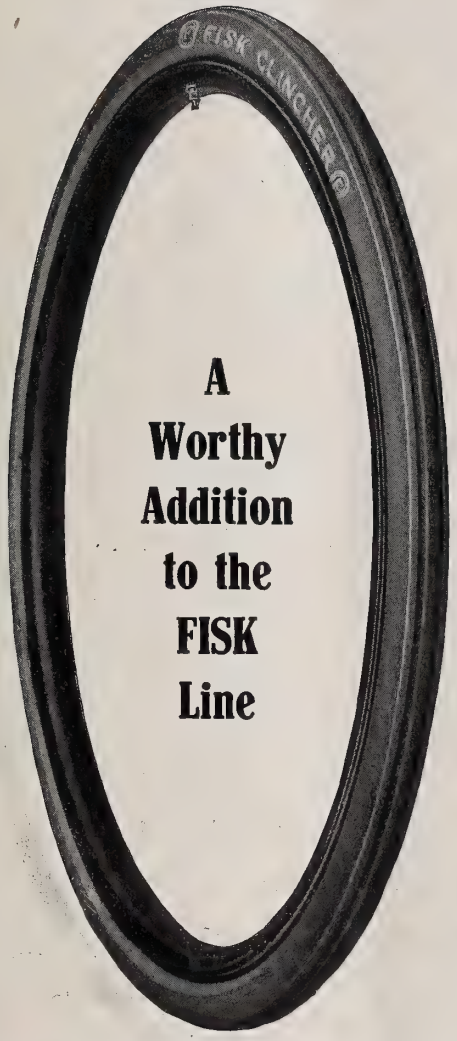
Anderson Glass-and-Steel Spark Plugs now are offered in a new model with small diameter shell and a mica stem, styled the Model B. The basic principle of glass insulation welded to the steel shell and central electrode into one integral mass obtains in both models, and the flash of the explosions is shown through the glass insulation of Model B as in Model A.

ANDERSON SPARK-PLUG COMPANY, Washington, D. C.

Factory at No. 206 North Holliday Street, Baltimore, Md.

FISK

CLINCHER BICYCLE TIRE



A Worthy Addition to the FISK Line

THE new Fisk Clincher Bicycle Tire has a very effective corrugated tread and with each casing is supplied our Para Gum Bicycle Tube. It has been selected by the leading makers of high-grade wheels, and the flattering letters we have received from wheelmen are evidence of popular approval.

Write for illustrated literature.

DEALERS

Will find this tire a ready seller

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Twenty-nine Direct Factory Branches

BROOKS BE'S

Be wise—and let no man persuade you to sell the saddle of inferiority.

In some things the second best may serve, but in the case of this fitment only the best—the

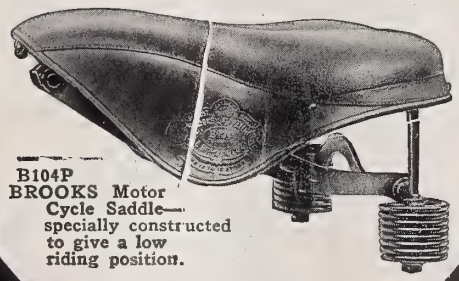
BROOKS—

the original and only genuine compound-spring saddle

can yield that perfect comfort which your customer desires.

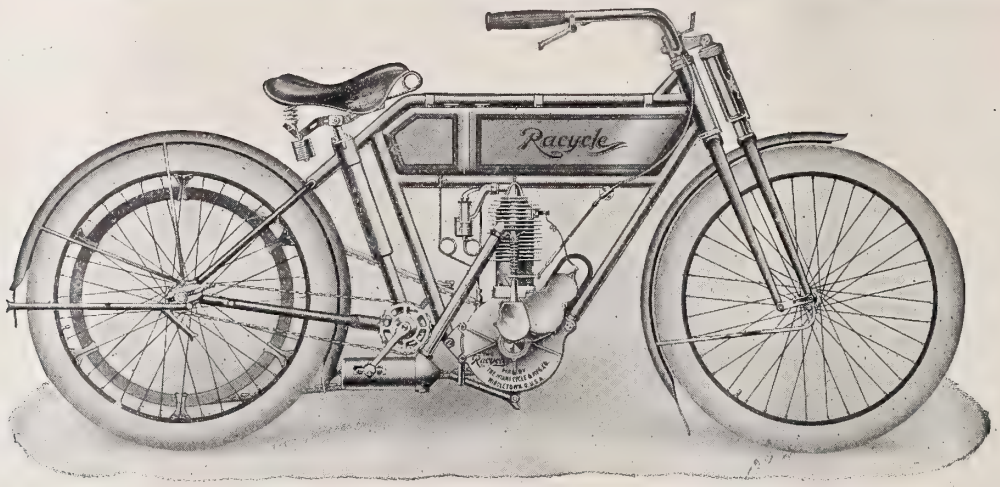
Sole Agents for Cycle Saddles—
BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E. C.

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENG.



B104P BROOKS Motor Cycle Saddle—specially constructed to give a low riding position.

Quality Means Economy—"Racycle" Means Both



It's Not What We Say
It's What the Machine Does that Proves

Free Engine Clutch or Idler

THE Racycle

Spring Seat Post and Forks

A Great, Big Winner

Read what C. A. Fenn, of Bloomington, Ill., says:

"What I think of the Racycle Motorcycle can all be summed up in very few words. You are one or two years ahead of the rest of them and you have them beat to a stand still. The Racycle Clutch, Spring Saddle Post, and Control simply make the average prospective customer forget that there is anything else made that is called a Motorcycle."

If you know anyone who rides a RACYCLE we refer you to him.

THE MIAMI CYCLE & MFG. COMPANY

Middletown, Ohio

DISTRIBUTORS:

F. M. JONES, Los Angeles, Cal.
EDWARDS-CRIST MFG. CO., Chicago, Ill.
PACIFIC COAST RUBBER CO., Portland, Ore.; Tacoma, Wash.
GUS HABICH, Indianapolis, Ind.
GEO. H. GREISS, Philadelphia, Pa.
E. A. WILLIAMS, Minneapolis, Minn.



THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, May 20, 1911. No. 9

DOWSE IN A NEW TIRE VENTURE

Former President of G & J Re-Enters the Trade—Ward Resigns to Join Him—Will Take Federal Plant.

By the incorporation, under Wisconsin laws, with $1,000,000 capital, of the Federal Rubber Mfg. Co., of Cudahy, Wis., a suburb of Milwaukee, it has become known that Byron C. Dowse, who resigned last March as president of the G & J Tire Co., of Indianapolis, Ind., has re-entered the tire business, as he is one of the leading spirits in the newly incorporated company, which is to manufacture tires and rubber goods. The new company is to take over the plant of the Federal Rubber Co., of Cudahy, which has been making automobile tires and rubber goods for the past few years. None of the obligations or business of the old company will be involved in the sale, however, as Dowse's company is buying only the factory and the equipment, together with some other physical assets. Beyond the similarity of names and the fact that the new company buys the older company's plant, there is no direct relation between them. The Federal Rubber Mfg. Co., with Dowse at the wheel, will take full possession of the Cudahy factory on July 1.

Motorcycle and bicycle tires will be among the chief products of the Federal Rubber Mfg. Co., along with solid and pneumatic automobile tires and mechanical rubber goods. When the plant is transferred to its new owners it will be remodelled and greatly extended, and the builders' plans already have been prepared for the erection of new buildings and additions to the power plant.

Dowse was president of the G & J Tire Co. for three and a half years, his connection with the company being one of long standing, dating back as far as 1899, when the Rubber Goods Mfg. Co. acquired the Indianapolis plant and marketed tires under G & J patents. Prior to this he was engaged for over four years as selling representative of the Gormully and Jeffery Mfg. Co., Chicago.

Richard Ward, secretary and treasurer of the G & J Tire Co., has resigned that position to take up a similar position in the new company under Dowse, his former president. Ward has been in the rubber business for 14 years, having occupied various positions with the India Rubber Co., the Midgeley Mfg. Co. and the G & J Tire Co. At the time of his resignation he occupied the position of office manager for the Central District office of the United States Tire Co.

Fire Loss for Indianapolis Dealer.

Fire visited the building at 231 Massachusetts avenue, Indianapolis, Ind., in which George C. Detch, bicycle dealer, is located, and caused him a loss of $1,800, on the night of the 11th inst. His stock was not insured.

Canada Cycle Changes Its Name.

The Canada Cycle and Motor Co., of Montreal, Can., has changed its name, and in the future will be known as the Russel Motor Car, Ltd. The company has raised its capital from $800,000 to $1,600,000, half in preferred stock.

Musselman on European Trip.

A. J. Musselman, president of the American Motorcycle Co., Chicago, Ill., sailed for Europe on the President Lincoln, on Wednesday, 17th inst. He will remain abroad for about six weeks.

MIAMI EFFECTS MERKEL PURCHASE

Jacoby Announces Plans for the Future—Buffum and Merkel Remain—Ball Closes His Interests.

All details of the purchase of the Merkel-Light Motor Co., of Pottstown, Pa., by the Miami Cycle and Mfg. Co., of Middletown, O., have been completed. The official announcement was made this week by K. R. Jacoby, president and general manager of the Miami company, in the following statement:

"Our company has purchased in its entirety the Merkel-Light Motor Co., and from this time on will be the manufacturer of the Flying Merkel motorcycle. The Merkel plant at Pottstown will be increased in capacity and the output considerably enlarged, so that Merkel dealers can be assured of prompt service on orders for Flying Merkels. Mr. J. F. Merkel and Mr. Edward Buffum will be associated with this company in the manufacture and sale of the Merkel motorcycle, and the entire factory and sales force of the Miami Cycle and Mfg. Co. will bend their efforts toward the placing of the Flying Merkel on the top of the list in the motorcycle world."

John R. Ball, the secretary-treasurer of the Merkel company, in disposing of his interests and retiring from participation in the company's affairs, is doing so in order to return to Milwaukee, Wis., his former home, where he has large personal interests. E. S. Fretz, the Merkel president, also has found that the growing affairs of the Merkel company have demanded a degree of time and attention that it has been difficult for him to give, owing to the press of his other interests.

Dancers Thoroughly Hartford Tired.

Apropos of the selling slogan of the company, "The tire that lasts," there was a great deal of "tire" of the enduring sort prevailing about midnight in the bones of a majority of the 1,500 people who attended the third annual concert and dance of the Hartford Rubber Works Company Mutual Benefit Association in Foot Guard Hall, Hartford, Conn., on the 12th inst. Vigorous tripping of the light fantastic for three hours or more was responsible for the ebbing of the tide of physical endurance. Over 2,000 tickets for the function were sold and a neat sum will accrue to the association's treasury from the affair. Led by Charles B. Whittlesey, president of the association, and his daughter, Miss Helen Whittlesey, the grand march began at 9 o'clock with over a hundred couples in line. The hall was decorated in the national colors, and blue and white electric lights. Calcium lights with rotary color effects were placed in the galleries and added to the beauty of the scene when the regular lights were switched off. In the dance card an innovation was found, the regular dance names being replaced by names of products of the company, such as "Our Bicycle Tires," "Our Non-Skid Treads," etc. Souvenirs were distributed, fans to the ladies and lead pencil "cigars" to the gentlemen.

Lincoln Holland Issues a Map.

For the benefit of motorcyclists touring the district embracing Los Angeles, Riverside, Orange and San Bernardino, Cal., an excellent detail map is being issued by Lincoln Holland, the motorcycling veteran from the East, who is now handling the M. M. motorcycle in Los Angeles, and whose establishment is at 1034 South Main street. The map shows all the good roads, the wagon roads, the toll roads and the trails, and covers the territory from the Santa Monica mountains to the San Jacinto mountains, and from Mt. Baldy down to Coast Royal.

Squier Sees a Canadian Demand.

Geo. H. Squier, traveling agent for the Aurora Automatic Machinery Co., of Chicago, makers of the Thor motorcycle, was a visitor in Toronto recently. "The Squire" says that Toronto looks good to him as a motorcycle center, and predicts that within two years there should be at least 2,000 of the two-wheeled motors chasing around the streets of that place. He was surprised that American manufacturers had not catered more to the Canadian trade.

Marathon May Move to New Britain.

Having originally been transplanted from Hartford to New Haven, Conn., the Marathon motorcycle, which is distinguished by a two-cylinder two-cycle construction, is likely again to move its home, this time to New Britain, Conn. The firm of George G. Prentice & Co., of New Haven, which took over the manufacture of the Marathon from L. E. Rhodes, of Hartford, is to be purchased by the New Britain Machine Co., of New Britain, the latter company having just increased its capital stock from $250,000 to $500,000 for the purpose. Preparations now are being made to move the New Haven manufacturing operations to New Britain at an early date.

Exploits Grinnell Glove Campaign.

Advertising its advertising is the object of an elaborate 16-page circular in colors which has been issued by the Morrison-Ricker Mfg. Co., of Grinnell, Ia., in connection with its Grinnell "Rist-Fit" ventilated gauntlets and gloves for motorcyclists, cyclists and automobilists. The circular reproduces a number of the striking advertisements that are being used by the company in the motorcycle and automobile papers.

BYRON C. DOWSE.



Former president of G & J Tire Co., who heads new Federal Rubber Mfg. Co.

Washers for Glass Spark Plugs.

Glass spark plugs, which on some engines project too far into the cylinder, may be made to fit satisfactorily by introducing a sufficient number of washers to provide a tight fit and yet prevent the end of the plug reaching far enough into the cylinder to be in danger of coming into contact with the piston head.

Hall Handling M. M. in Cleveland.

The A. J. Hall Cycle & Auto Works, of Cleveland, O., have added motorcycles to their line, and are offering the M. M. They are located at 3741 W. 25th street.

Takes Merkel Agency for Macon.

E. D. Arnett has taken the Merkel agency for Macon, Ga., and vicinity. He is located at 416 Cherry street.

Widmayer Issues 1911 Motorlog.

Listing practically all of the standard motorcycle accessories, as well as several specialties of the firm's own make, such as chain tools and magneto cut-outs, the 1911 "motorlog" of the Frank B. Widmayer Co., 2312 Broadway, New York City, comes from the press in 48 page form. It is liberally illustrated, with nearly 200 illustrations, and is indexed for quick reference to any article. In addition to motorcycle goods, Peerless bicycles in single and double bar models, and a wide range of shop tools also are illustrated and described.

Tire "Dope" of the Mental Kind.

Plenty of "human interest" has been thrown into the writing of a booklet, styled The Tires of "Old War-Horse," which is labeled as being "a story with a moral." The "old war-horse," it transpires, is Jake DeRosier, and the tires are Goodyear "blue streak" racing tires, and the story relates how the latter assisted DeRosier to surpass his best previous efforts.

Leipsic Trying Electric Tri-Cars.

Electric tricycles are an innovation introduced in the Leipsic (Germany) post office service. The machines can carry a heavy load, and are used in the collection of mail matter from the street boxes. They are operated at a speed of about 12 miles an hour, and the storage batteries yield something more than 40 miles.

Gas Company Buying Heavily.

By the addition of four more Harley-Davidson machines to its equipment, the People's Gas Light & Coke Co., of Chicago, Ill., has attained the distinction of being one of the large motorcyle users of the country. The company now has 25 machines, all of the one make.

Bisbee Proud of an Old-Timer.

A. Bisbee, 609 Fannin street, Houston, Tex., an F. A. M. repairman of that city, rejoices in the ownership of one of, if not the first, motorcycle ever brought to that city. It is of the vintage of 1902 and he learned to ride it at that time. It is claimed to be in good running order still.

Houston Telephone Using Machines.

Five motorcycles have been purchased by the Houston (Tex.) office of the Southwestern Telegraph and Telephone Co., for the use of its linemen and inspectors. The machines, which are Indians, were sold to the company by Austin W. Burges, the Houston agent.

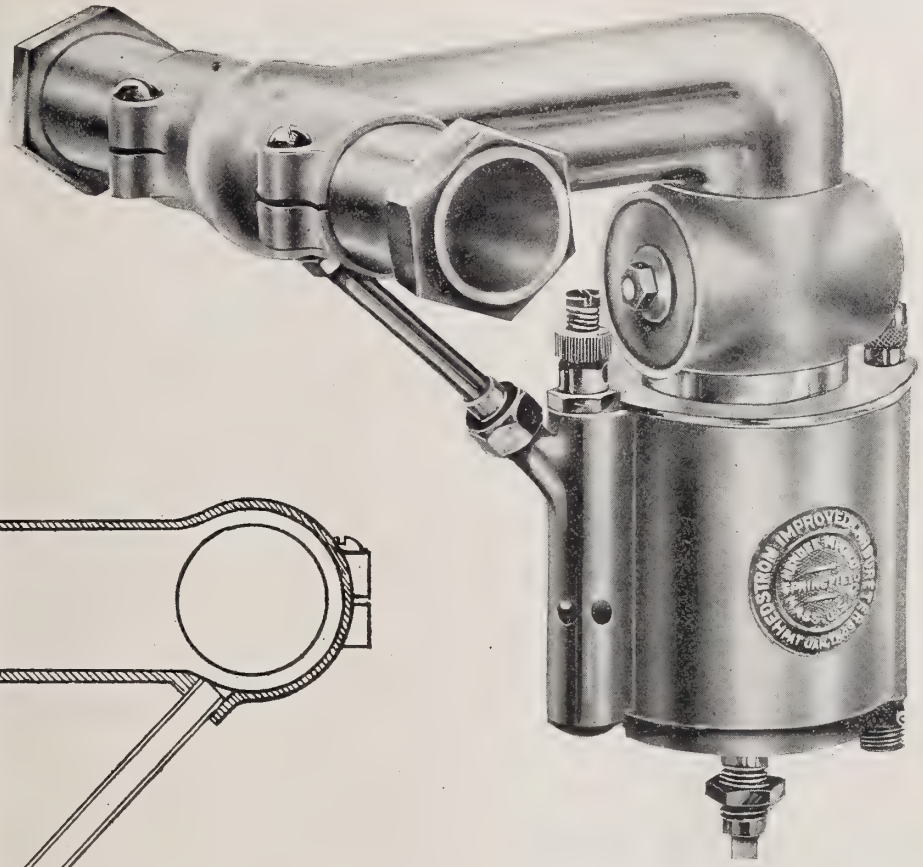
Smith Transferred to Chicago.

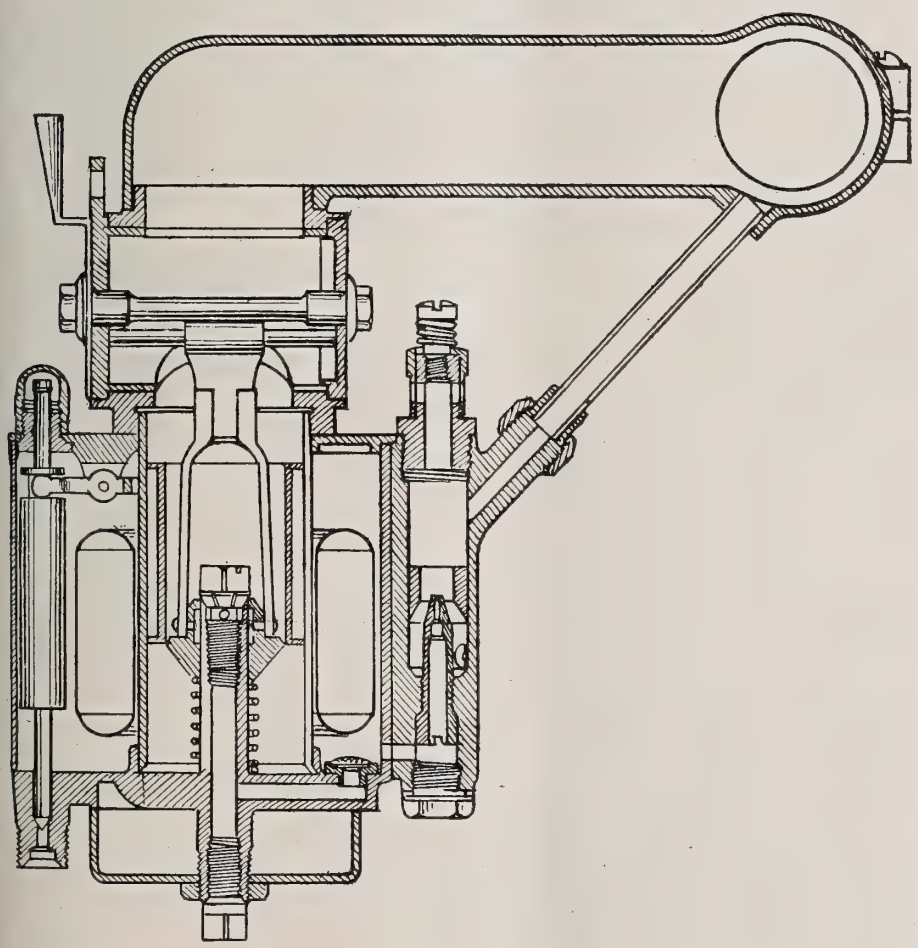
W. A. Smith, of Brockton, Mass., who has been connected with the office staff of the American Motor Co., makers of M-M motorcycles, has been transferred to the Chicago branch. He will act as assistant to Manager Guy M. Greene.

TWO-JET INDIAN CARBURETER

Hedstrom Evolves a New Design Embodying Multiple Jet Principle—Details of Its Operation.

Looked forward to with more than ordinary impatience by those who had heard of its coming, a new two-jet or "multiple jet" carbureter for Indian motorcycles has been brought out by the Hendee Mfg. Co., of Springfield, Mass., marking the first American application of multiple jet carburation to motorcycles. The principle has been applied to motor cars with great success, and in applying it to motorcycles the Hendee company seeks to provide a carbureter that will deliver a more nearly perfect mixture throughout the engine range from low speed to high speed than appears possible where only a single jet is employed.





As shown by the accompanying photographic illustration and the sectional drawing, the general form of the improvement is the adding of a small jet outside the float chamber of a carbureter that in other respects resembles the standard Indian single jet carbureter. The extra jet has its own induction pipe leading to the inlet manifold, and in connection with the spray nozzle and small mixing chamber an auxiliary air shutter is provided at the top, applying solely to the extra jet and not affecting the main part of the carbureter. Like previous Indian carbureters, the new multiple jet carbureter is designed by Oscar Hedstrom, the designer of the Indian motorcycle. For the present it will be fitted only to the 7 horsepower Indian models.

Gasoline is fed to the small jet from the regular float chamber, the fuel level for both the large central jet and the small outside jet being the same. The small nozzle is removable for cleaning by unscrewing a plug underneath it, at the bottom of the small chamber, the operation entailing the disturbance of no other part. A slot in the bottom of the small nozzle piece furnishes a seat for a screwdriver.

Air is admitted to the small mixing chamber through four holes, these holes being a slight distance below the top of the nozzle. The mixing chamber is constructed just above the top of the jet to give increased suction or a Venturi tube effect. On the top of the small chamber is the auxiliary air shutter, of the revolving sleeve type, with a friction spring to keep it in whatever adjustment it may be set. Turning the knurled outer sleeve uncovers two opposite holes in the inner sleeve, which admit additional air.

At low speed the main part of the carbureter can be idle, with the throttle entirely closed, the necessary amount of mixture being supplied entirely by the small or auxiliary jet. From the auxiliary mixing chamber the mixture is drawn through the small diagonal pipe that leads into the main manifold supplying the two cylinders of the engine. The small pipe is permanently fastened to the manifold, but is atached to the mixing chamber by a union, which permits its being disconnected from the latter when it is desired to dismount the main inlet and manifold from the carbureter, this latter operation being accomplished in the usual way, by unscrewing.

For slow speed running, the use of the small jet instead of the main jet results not only in a much lower rate of travel than has been possible with big engines equipped with the single jet carbureter, but gives a

great fuel economy and much more silent running. In fact, the silence is a marked feature. It is claimed that in tests on a quiet street the only noise that could be heard from a big twin running on the small jet was the click of the valves.

The main nozzle and the small nozzle, although fed from the same chamber, are entirely independent of each other, as are the air shutters in connection with them, respectively. The small pipe from the auxiliary jet is always open and the passage of mixture through it is not controlled by the main throttle, as the pipe goes directly into the manifold at a point beyond where the main throttle is fitted between the manifold and the carbureter. On the lowest speeds only the small jet is in actions, but as the main throttle is opened, for increased speed, the main jet begins at once to come into operation correspondingly. At maximum speed both jets are in full operation, giving a maximum flow of fuel and affording a slight increase in power and speed over what is obtained with a single jet when the latter is adjusted to give low speed running as well.

Restoring Voice to Horn Reeds.

Rubber bands are a temporary voice restorative for bulb horns that refuse to honk because of too wide an opening in the mouth of the reed. The band is slipped around the reed a couple of times and moved up or down as the case may be, the horn being blown after each shifting of the band, to determine its proper position. The band, being elastic, draws the tongue of the reed slightly closer to the throat, so that the air will not rush through without vibrating the reed, and still is yielding enough to permit the air pressure to distend the reed slightly. Of course it is only a temporary remedy but it is a good one if properly applied. In cleaning reeds care should be taken not to bend permanently the tongue away from the throat, and if it should become so set it can be brought back by squeezing in a vice.

Advocates Two Sparks at Once.

Not only are two heads better than one, which is the way the old adage has it, but two sparks are better than one, according to Otto Heins. He is the president of the Bosch Magneto Co., of New York, and he believes that he knows something about sparks. In a paper presented before the Society of Automobile Engineers, Heins made a demonstration showing that when two sparks are given simultaneously on opposite sides of a cylinder the time required for the complete inflammation of the mixture is reduced and greater power is obtainable from the engine. The company for some little time has been producing magnetos capable of generating two sparks in a cylinder, giving what is known as "multi-point ignition." These have had limited application to motorcycles and have been tried out on a few racing machines.

ODD DESIGN GIVES FLEXIBILITY

Unusual Construction in the "Wedge-Grip" V-Type Belt—How Internal Strains Are Avoided.

Giving an extreme degree of flexibility while at the same time providing the depth necessary for the wedging action which is an important principle in V-belt driving, a V-type belt of unusual construction is offered by the Strand Mfg. Co., 035 Center street, Milwaukee, Wis., the belt being known as the "Wedge-Grip." In bending around a small pulley there is no buckling of the inner face of the belt and no stretch of the outer ply, it is claimed, while the unique middle ply, which consists of short, overlapping diagonal pieces, as shown in the accompanying illustration, avoids internal strain while retaining the strength and increasing the flexibility. The belt is



three-ply between rivets and has four thicknesses at the points where the rivets are located. "Surface tanned" tough leather is used, and the rivets are copper. The coupling device used for the belt takes advantage of the special construction, the hinge plates at each end going in between the middle ply and the top ply, and the middle ply and bottom ply, so that there are three layers of leather and two of metal, all bound firmly together by a through bolt. The hinge pieces of the two ends are coupled together by a removable pin, and the ends of the leather are brought very close together. The belt may be put on or taken off easily, simply by slipping out the pin. The ⅞ inch size sells for $8.00, while the 1 inch is $8.50, and the 1⅛ inch is $9.00, all on a "money back" basis after a month's use.

Tests for the Mixture Proportions.

In order to determine if the mixture is too rich or too weak, the gasoline should be shut off and the engine run on open throttle on the supply remaining in the float chamber. If the normal mixture passing through the throttle is too rich, the engine will speed up noticeably as the fuel level in the float chamber drops, the constantly decreasing quantity of fuel remaining in the carbureter having a stimulating effect on the mixture. On the other hand, if it is thought that the mixture is too weak the float chamber may be flooded partially, while the engine is running. If such treatment causes the engine to speed up it is a sure indication that the normal mixture is too weak. A too weak mixture at wide throttle openings often can be detected by placing the hand over the main air port so as to partially obstruct it. If the mixture be too weak, the increased suction induced by the obstruction of the port will enrich the mixture and cause the engine to pick up, as long as the hand is held over the port.

Polished Nickel to Resist Carbon.

There are carbon removers galore, all claimed to do the "Dutch Cleanser" act to perfection, but a New York motorcyclist, acting on the old adage about an "ounce of prevention," etc., is trying out a scheme for preventing the collection of the by-product of combustion. Believing that carbon will not adhere to a highly polished surface he has had the top of his piston and the interior of the combustion chamber nickel plated and buffed. While it is doubtful if the nickel will long stand up under the terrific heat to which it will be exposed, the fact that nickeled exhaust pipes retain their high finish for a considerable period, after the machine is in use, gives the motorcyclist some assurance of the practicability of his plan. The outcome of the experiment is awaited with interest.

U. S. Consul Tells of a Boom.

In telling of the activity in motorcycle manufacture in Birmingham, England, United States Consul Albert Halstead, in an official trade report says: "For some years the motorcycle was not particularly popular, was considered a noisy and irritating instrument of transport, but there is a change in public sentiment, and the trade is enjoying a boom. The efficiency of the motorcycle has been materially improved, and exports have been considerable, while the imports have lessened. Two or more large firms in the Birmingham district who previously made only bicycles have started in the manufacture of motorcycles, and another prominent firm is considering establishing this new branch."

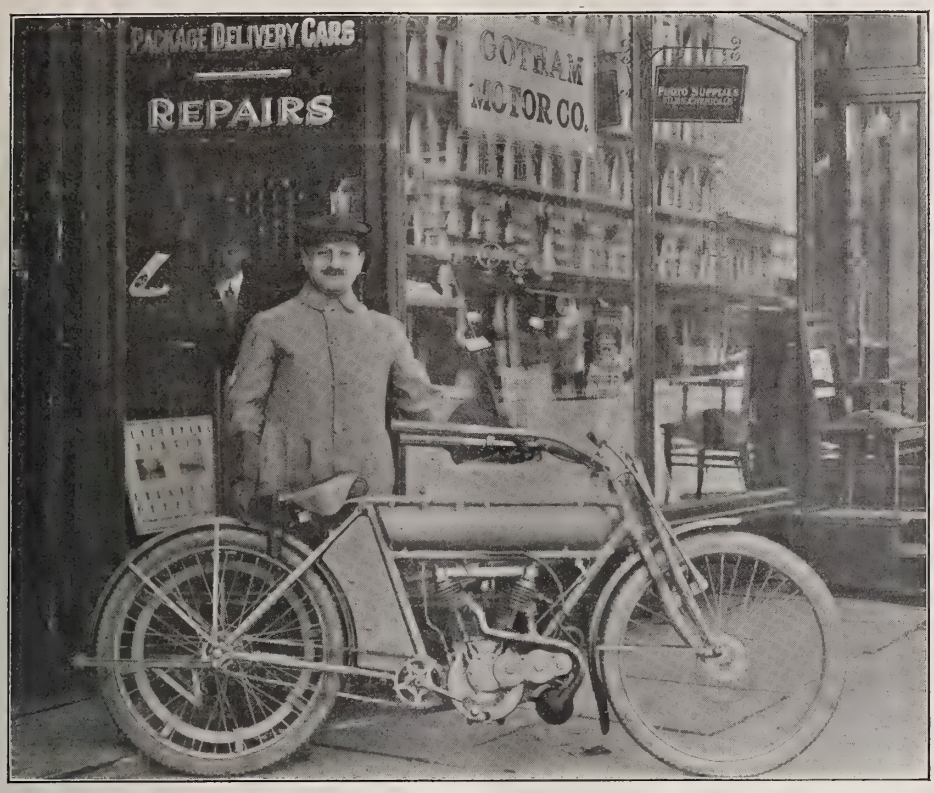
Orders Come from Far Away Places.

That the market for American-made motorcycles knows no territorial limits is suggested by the receipt of orders by the Hendee Mfg. Co., Springfield, Mass., in the past few weeks from such far-off places as Panama, Brazil, Chile, Philippines and South Africa. In view of the fact that the orders were placed in the face of strong foreign competition and were entirely unsolicited it is natural to infer that "there's a reason."

The Public Service Corporation, of Camden, N. J., has taken to an active utilization of motorcyles. The Camden agent for the Harley-Davidson has entered the Corporation's order for seven machines.

B. A. Swenson, Providence, R. I., who introduced motorcycles in the Providence police department, received an order for another machine last week. The "cops" use Indians exclusively.

WHERE THE YALE HAS ITS HOME IN NEW YORK CITY.



The Gotham Motor Co., 204 W. 116th street, handles the Yale in the metropolis. The genial looking man with the twin is L. Goldsmith, owner and sales manager.

Helpful "Dont's" from a Dealer.

For the benefit of new riders, whether or not their machines are new, a veteran dealer offers a few "don'ts," the observance of which will in his opinion add to their enjoyment as well as their wallets. Here are the pearls of wisdom which dropped from the mouth of the sage:

Don't neglect to keep inner tubes in a suitable place, protecting them from light, foreign matter and mechanical contact.

Don't place spare inner tubes in a box with tools—the inner tubes will resent such treatment.

Don't throw the tools in a large tool box with a mess of junk—get a kit, and leave the junk at home.

Don't take along so many tools that you will be unable to pick out the one you need.

Don't forget that the fates are appeased the more readily if you look over the machine once in a while, and tighten things up.

Don't place too much reliance in the ball bearings in the wheels—they may be ever so fine, but this is no reason why they should not be cleaned, inspected and freshly lubricated at reasonable intervals.

Don't allow your machine to complain for lack of attention. A little attention every day is far better than spending Saturday afternoon tinkering when you ought to be riding.

Don't allow a motor to run without attention until it emits strange noises—the damage may then be done.

Don't allow the secondary cables to rub against metal parts, especially if the latter are hot. Either the cables will chafe or the insulation will burn through and then ignition trouble will commence.

Don't batter the insulation on the secondary cables—rubber insulation should be handled with care.

Don't tamper with the adjustments of the magneto—if you do not understand that device, let it alone until you come to a pilgrim who does.

Don't fail to supply the wants of the magneto from a lubricating point of view—this means that a little of good quality lubricating oil should be used once in a while.

Don't spill oil into the crevices of the magneto. The windings are insulated with cotton and this vegetable fiber is not proof against the wiles of the lubricant.

Don't empty the gasoline tank and then go around it with a lighted match or candle—there will be enough vapor left in the tank to teach you a lesson.

Don't drill holes in the frame to attach foibles—if the designer thought that the frame members were too liberal in size he would have saved a little on the cost of tubing.

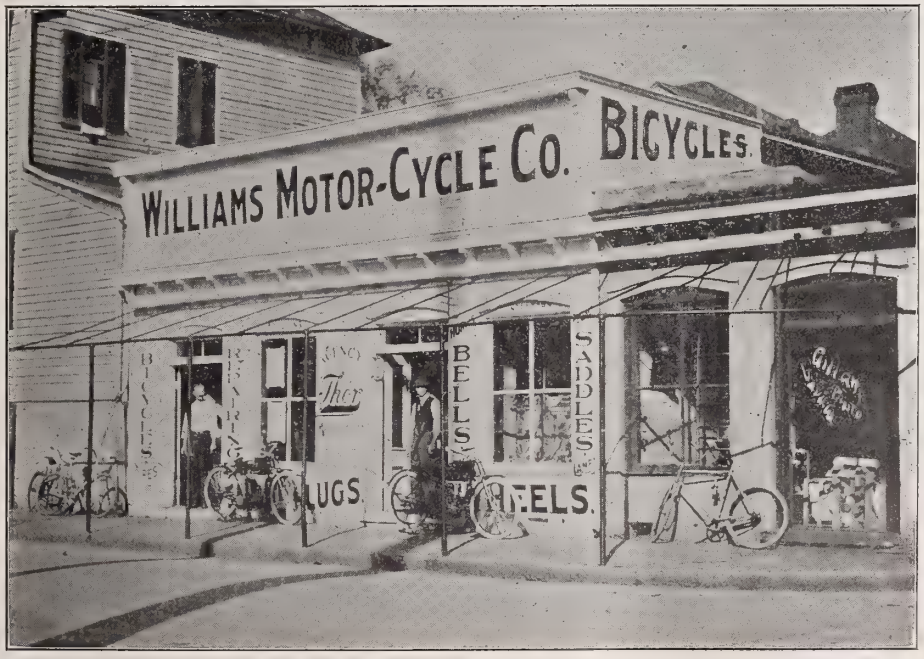
Don't wait for a "spill" before adjusting the brakes—you may not be able to adjust them when it is all over.

Don't skimp on the amount of lubricating oil the manufacturer specifies in his instruction book—remember oil is cheaper than parts and railroad fare.

Dayton Police Add More Machines.

Four more motorcycles will be installed soon by the Dayton (O.) Police Department, making six machines in use for police work. The machines are in service 24 hours a day, being used by three relays of men, each on eight hour shifts. The finance committee of the common council has voted to recommend a bond issue of $1,400 to purchase the machines, as a measure to increase the police efficiency.

SAVANNAH (GA.) HEADQUARTERS FOR THE THOR.



Traveler Tormey, of the Thor sales force, says: "There sure is some motorcycle business in Savannah or it would not warrant a motorcycle establishment like this."



"That Brake" is a Corbin

Flint, Michigan.

MR. L. SMITH, Indian Agent,
Flint, Michigan.

Dear Sir:--As per your inquiry concerning the machine and equipment bought of you last year will say I have not had the least bit of trouble of any kind, with the exception of punctures, and the machine is in A No.1 shape at present.

About that brake--say, it certainly is a dandy. I can stop at any old time or place and feel perfectly safe all the time.

I have ridden 4,476 miles, according to the cyclometer.

With best wishes, I remain,
Yours truly,
(Signed) CLARENCE MANIES.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONNECTICUT

Licensed Coaster Brake Manufacturers

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NEW YORK, MAY 20, 1911.

Cash Prizes and the Amateur.

In many localities, particularly in some parts of the South and West, there is an entire disregard of the sport-governing rule that amateurs must not race for cash prizes, and that by doing so they become professionals, ineligibe to race against bona-fide amateurs. This disregard is no studied outlawry or defiance of the conventions, but comes of a lack of knowledge of the rule or a lack of appreciation of the reasonable necessity for its enforcement.

Having practically no relations with riders in other cities, motorcyclists and cyclists in not a few districts can see absolutely no harm in racing for cash prizes, and they no more consider themselves professional riders by doing so than they would regard themselves professional billiard players because they occasionally bet on their skill in that game. As a matter of fact, there may no harm come to them because of their racing for cash, but should any of them visit other places where racing is carried on actively and where the rules governing the sport are properly recognized, they will be at a great disadvantage. They will find that the rules place them in the professional class as cash chasers, and that unless they make racing an actual profession they have no chance in competition whatever, as they will be pitted against the fastest men in the world. They will be denied the opportunity to compete against bona-fide amateurs who have been careful to preserve their amateur status.

Furthermore, there is another and far reaching side to this matter of observing the rules concerning cash prizes as distinguished from merchandise prizes and trophies. The Federation of American Motorcyclists, which governs all competition in the United States wherein motorcyclists are the competitors, has affiliations with the Amateur Athletic Union and other bodies governing various kinds of sport both here and abroad, and if a rider becomes a professional under the rules of the Federation of American Motorcyclists he also becomes a professional to the other bodies with which the Federation is in alliance. Because of this, a motorcyclist's participation in even one race in which he competed for a cash prize, might debar him from taking part in an amateur Marathon run, golf tournament, tennis match, baseball or football game, boxing bout, skating race, fencing match, polo game, basketball game, wrestling match, or other amateur athletic contest. The same thing holds true for cyclists, who are answerable to the National Cycling Association.

The rule about cash prizes making the competitors professionals is not peculiar to the Federation of American Motorcyclists and the National Cycling Association, but is the general rule enforced by all the chief sport-governing bodies. To compete for cash in one sport is to become a professional in all, under the rules.

Where communities do not come in contact with the professionals who make competitive sport their business and who depend on cash prizes for their livelihood to a greater or less extent, there is apt to be a feeling that in declaring that everyone who competes for cash is a professional, the sport-governing bodies are guilty of an unwarranted intrusion and meddling, quite beyond their rights or authority. This feeling, however, is rapidly dissipated when the situation is viewed broadly, and those who engage in sport purely for sport's sake are glad to call on the sport-governing bodies for protection and rigid enforcement of the rule when real professionals begin to dominate and monopolize their competitions.

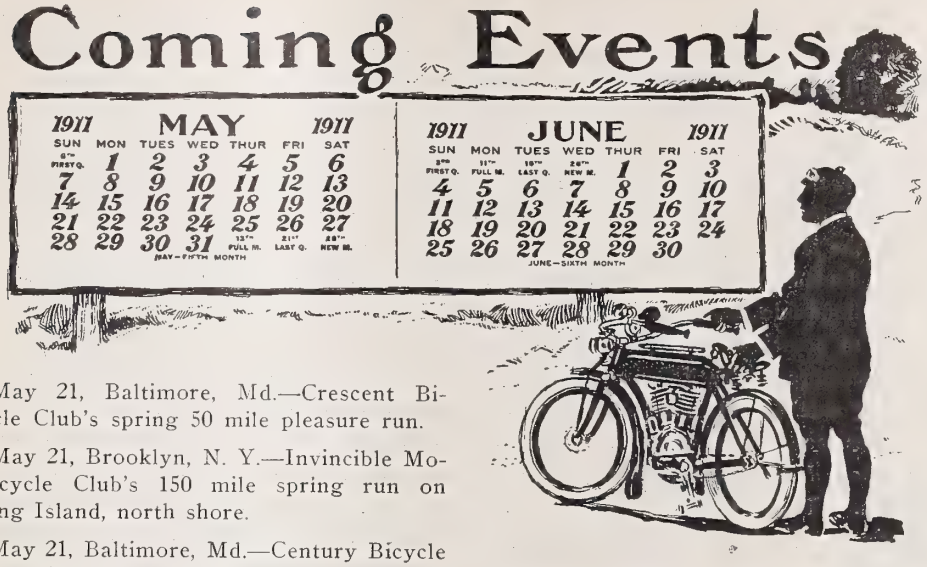
"Twenty dollars in gold" sounds attractive as the prize in a motorcycle or bicycle race intended for real amateurs, but it is a blunder on the part of the promoters that the riders should beware of.

Will Wonders Never Cease!

A way has been found to have motorcycle trade riders and professionals race against each other without the trade riders becoming professional. Like the art of printing, it is a Guttenberg discovery. There long has been the expressed wish on the part of the motorcycle fans to see what the star trade riders could do on the track against the star professionals, and the promoters at Guttenberg, N. J., have devised a happy scheme whereby this is brought about—without affecting the status of the trade riders. In its first presentation, the scheme takes the form of staging a half-hour race for professionals and a half-hour race for trade riders on the same track at the same time, but with the two classes of riders "to be checked up separately." Strangely enough, the chairman of the competition committee of the Federation of American Motorcyclists has been persuaded of the legitimacy of such a race, it being represented to him as a measure adopted chiefly "to save time."

As an ingenious evasion of the F. A. M. rules separating the amateurs from the professionals, the scheme is a crackerjack, particularly as its originators are able "to get away with it." The real feature of track racing from the spectators' standpoint is not the checking up of winners in separate classes, but the actual hammer-and-tongs competitive riding on the track, while the race is on. That is what they they pay their money to see and is what the promoters aim to provide, as otherwise most people would be quite content to get the results by mail instead of going out to the track to see them put up on the score board. With the fast trade riders on the track with the professionals, the speed battle between men of the two classes will be a merry one. While each class will have its own set of prizes, the race will nevertheless be an exhibition and competition of speed rivalry between trade riders and professionals, a rare sight for the fans. It takes brains to be a promoter these days!

Coming Events



May 21, Baltimore, Md.—Crescent Bicycle Club's spring 50 mile pleasure run.

May 21, Brooklyn, N. Y.—Invincible Motorcycle Club's 150 mile spring run on Long Island, north shore.

May 21, Baltimore, Md.—Century Bicycle Club's 50 mile run to Reisterstown.

May 21-22, Seattle, Wash.—Two day endurance contest of the Seattle Motorcycle Club to Vancouver, B. C., and return.

May 24, Toronto, Canada—Toronto Motorcycle Club's endurance run to London and return, 256 miles; open.

May 25, Zanesville, O.—Motorcycle races at fair grounds.

May 27, Denver, Colo.—Motorcycle races at White City track.

May 27, Pittsburg, Pa.—One-hundred-mile endurance race of the Pittsburg Motorcycle Club at Schenley Oval; open.

May 27, Akron, O.—Motorcycle races; open.

May 28, New York City—Century Road Club Association's 30 mile handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 28-29-30, Cleveland, O.—Three day endurance run of Cleveland Motorcycle Club.

May 28, 29, 30, Chicago, Ill.—North Shore Motorcycling Club's race meet at Hawthorne track.

May 28 and 30, Terre Haute, Ind.—Terre Haute Motorcycle Club's race meet; open.

May 29, 30 and 31, Hartford, Conn.—Motorcycle races at Charter Oak Park.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Rockford, Ill.—Rockford Motorcycle Club's race meet at the driving park.

May 30, Bridgeport, Conn.—Bridgeport Motorcycle Club's race meet.

May 30, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

May 30, Detroit, Mich.—Racemeet of the Motorcycle Club of Detroit Wheelmen at State Fair track.

May 30, Norwich, Conn.—Norwich Motorcycle Club's reliability run.

May 30, Peoria, Ill.—Peoria Motorcycle Club race meet at Peoria mile track.

May 30, Springfield, Mass.—Motorcycle race meet of the Springfield Motorcycle Club, at the Springfield Stadium.

May 30, Elmira, N. Y.—Elmira Motorcycle Club's first summer race meet.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

May 30, Rome, N. Y.—Rome Motorcycle Club's 250 mile endurance run.

May 30, Wheeling, W. Va.—Ten mile bicycle road race; open.

May 30, Boise, Ida.—Boise Motorcycle Club's road races.

May 30, Salt Lake City, Utah.—Eighteen mile bicycle road race.

May 30, Elgin, Ill.—Elgin Motorcycle Club's race meet at Wing Park.

May 30, Rockford, Ill.—Ideal Motorcycle Club's race meet at the driving park.

June 4, New York City—Concourse Motorcycle Club's fourth annual run to Savin Rock, Conn., and return; open.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles. Second section.

June 10, New Haven, Conn.—Motorcycle hill climb on Shingle Hill in West Haven.

June 18, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

June 30, Douglas, Isle of Man, Great Britain—First junior international Tourist Trophy race; 187½ miles.

July 1, Waterloo, Ont.—Dominion cycle race championships.

July 3, Douglas, Isle of Man, Great Britain—Fifth senior international Tourist Trophy race; 187½ miles.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Jacksonville, Fla.—Jacksonville Motorcycle Club's race meet.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

July 4, Asbury Park, N. J.– Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 10-15, Buffalo, N. Y.—Annual national convention and national championship race meet of the Federation of American Motorcyclists.

July 15, Rochester, N. Y.—Rochester Motorcycle Club's race meet at Crittenden Park.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

July 18-21, Alliance, Ohio—Motorcycle races at Rockhill track.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

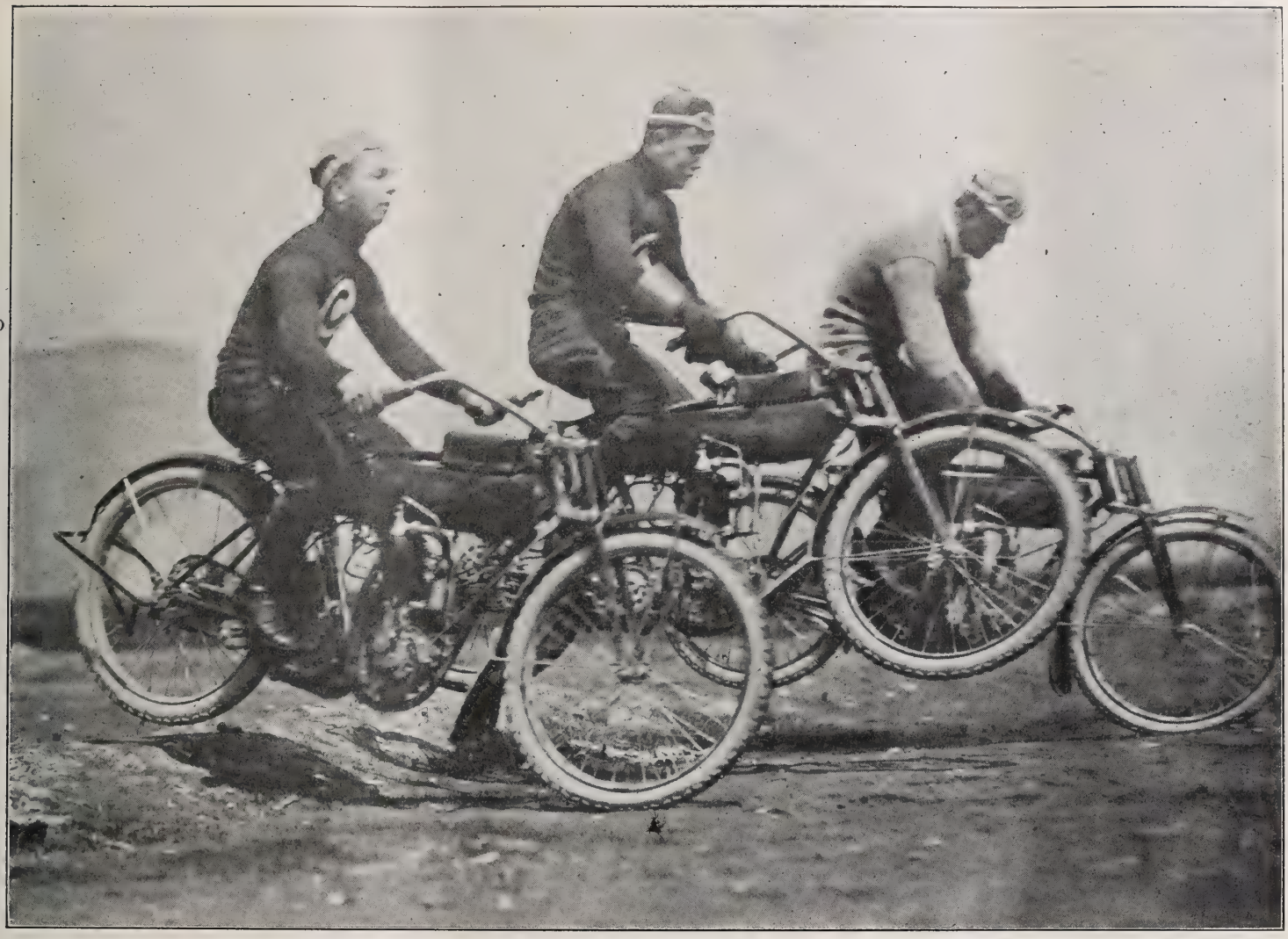
September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.; rain date, October 1.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

Rough Riders Taking the Hurdles



This remarkable photograph shows three members of the Chicago Athletic Association's motorcycle team in a sportive "rough riding" caper. They are E. W. Matthews, who with the only perfect score won the recent semi-annual reliability run of the Chicago Motorcycle Club, C. A. Leander and H. T. Roberts. It will be seen that each machine has one wheel high from the ground.

All Ready for Springfield's Big Meet.

What undoubtedly will be one of the classiest fields of cash chasing motorcycle racers that ever has come to the line in this country will start in the professional events at the Memorial Day meet of the Springfield (Mass.) Motorcycle Club on the Springfield Stadium. Those already entered are James Baxter, of Scotland, with a fast Rex; L. H. Guterman, New York, R-S; A. G. Chapple and Arthur Mitchel, Merkel, and the "three Charlies"—Balke, Spencer and Gustafson—on Indians. The latter two, who created the 24 hour amateur record and who still are in the amateur class, will turn professional at this meet. When this field gets away in the 50 mile race the vicinity of the track will be no place for folks with weak hearts, for every one of the riders can be looked to to go the limit of the track in speed. Danger of accidents through overcrowding will be avoided by limiting the starters to three at a time in all events. It is expected that the 15 mile belt drive handicap will bring out a large field and settle the question as to the fastest belt machine in New England. Handicapping will be on a horsepower basis. To give eleventh hour prospects a chance to get in, the closing of entries has been extended from the 20th to the 24th. The club warns outsiders who plan to attend the meet to secure their tickets at once, as at the present rate of sale the stands are likely to be sold out on the day of the race. Large blocks of tickets are being taken by the clubs in the New England States, as well as by groups of Springfield citizens.

Hartford to Have May 30 Races.

Motorcycle races are in prospect as a feature of the sports carnival to be held at Charter Oak Park, Hartford, Conn., on the 29th, 30th and 31st inst. The meet will be conducted by the Connecticut Fair Association, and L. H. Butterfield will act as manager.

Chicago's Three Day Speedfest Plans.

Nearly $700 worth of prizes will be hung up for the three day race meet of the North Shore Motorcycling Club of Chicago, at Hawthorne track, on the 28th, 29th and 30th inst. There are 27 races on the program, and prizes will be awarded in every event save the two time trials. Monday, the 29th, and the second day of the meet, will be known as blue ribbon day, as the prizes will consist of blue ribbons and no entry fee will be charged. Memorial Day, when the best racing of the meet will occur, will be championship day, and the star event will be the five mile national championship. Events for "stripped stock" and "fully equipped stock machines" also are specifically provided for. Entries close on the 25th inst., with Charles McCabe, 732 Sheridan Road, Chicago.

Jacob DeRosier sailed for England on the steamship Campania on Wednesday, 17th inst.

CRUSHING OUTLAWRY IN DENVER

Chairman Thornley Sustains Tuileries Management in Regard to Sanctions—Rival Tracks Effect Truce.

Threats of an outlaw track and the conducting of outlaw motorcycle meet at Denver, Col., by parties who attempted to dictate to the F. A. M. as to how racing would be conducted in that city, have led Chairman Thornley, of the F. A. M. competition committee, to issue a statement disclosing his dealings with the promoters in Denver who wish to conduct motorcycle meets. While one promoter indicates a willingness to comply with the requirements of the chairman, the other amusement purveyor was disposed to carry a chip on his shoulder, and when it was knocked off speedily by the chairman, Mr. Chip Toter threatened dire things.

The turning on of the light also benefits riders who go in for racing, for they now will have no excuse for pleading ignorance if they find themselves suspended for competing at an outlaw meet. The statement follows:

"In order that the Denver racing situation may be quite clear to the members of the F. A. M., and to motorcycle riders all over the country who are not F. A. M. members, but whom we hope to gather into the fold some day, I take this opportunity to inform them on the state of affairs existing at this time. Last winter there were two applicants for sanctions for motorcycle races to be held in Denver this season. One of the applicants was Mr. Gilpatrick, owner of Tuileries Park, and the other was Mr. Burt, manager of the White City Amusement Park. A duplicate proposition was made to both of these gentlemen by me, the White City people being given the preference because of their statement that they proposed to build a board track.

"My proposition to them was as follows: That they should apply for sanction for specific and individual days throughout the season; that they should pay in advance 25 per cent. of the total amount due for sanctions at the rate of $5 per sanction, whereupon all dates applied for would be reserved, and no sanctions would be granted on the dates reserved to any other party within a radius of ten miles. Thereafter they were to apply for sanctions one at a time, and making payment of $5 with each application, and no sanctions were to be granted after the first one issued, until the referee's report of each preceding race had been filed, certifying that all prizes due at that meet had been delivered. After the total amount of sanction fees for the dates applied for had been paid there would remain 25 per cent. of the dates unused for which sanctions would be issued without further charge, upon the filing of the referee's report stating that the prizes for the previous race had been delivered.

"This proposition was turned down by the White City people. It was said that they had abandoned their intention to put up a board track, and it was intimated that they wanted a blanket sanction for a number of years for a small yearly fee before they could see their way clear to putting up a board track.

"Mr. Gilpatrick then promptly accepted my proposition that the White City people had declined, and he deposited $50 on account for 40 sanctions, applying for practically every Saturday, Sunday and holiday throughout the season. As this seemed to be the only chance for organized racing in Denver under proper supervision this year, the F. A. M. entered into the proposed agreement with Mr. Gilpatrick. He also expressed the intention of putting up a board track next year should conditions warrant it.

"Immediately upon the running of the first motorcycle race meet at the Tuileries track this year, it was such a financial success that a promoter saw his way clear to put up a track for the White City Amusement Park, and applied to me for sanction on the original proposition. It was manifestly impossible for me to grant a sanction to anyone else within a radius of ten miles of the Tuileries and keep the word of the F. A. M. Neither do I propose to split hairs upon the exact distance, whether it is one mile or 50 yards over ten miles away.

"I informed everyone in Denver who wrote me on the subject that I would prefer to go down in defeat in keeping my word than to succeed by breaking it. Nevertheless the White City people proceeded to start their track, I am credibly informed, also stating that they would run outlaw races, sanction or no sanction.

"It gives me great pleasure to announce that following my statement that I would stand by our agreement with Mr. Gilpatrick, not dreaming for an instant that he would think it desirable to put up a board track, I was pleasantly surprised and gratified to receive word through my representative in Denver that Mr. Gilpatrick would immediately put up a board track, three laps to the mile, circular and properly banked. This, therefore, is the situation in Denver now. Mr. Gilpatrick has F. A. M. sanction, and has promised to put up a track which ought to be the best of its kind in the country. The White City outlaw track, I am informed, will be a four lap affair.

"I also have received word which would lead me to believe that this proposed White City track will be largely in part, if not in whole, the old Los Angeles Coliseum transplanted bodily. If Mr. Gilpatrick erects his track as proposed. I shall endeavor to see that a number of championship races are run on it. Any man who competes in an outlaw meet will not be allowed to enter in championship races under any condition as long as I am chairman. I certainly trust that we will have the support of all F. A. M. members, and the public, for not allowing ourselves to be dragged into sanctioning a scheme which is purely a money making proposition, by violating our agreement, which we should keep, win or lose, if we wish the respect of true sportsmen."

Through generosity on the part of the Tuileries Park track management it practically is settled that there will be no outlaw motorcycle racing in Denver, Colo., this season. Although they had the exclusive right to run sanctioned race meets in Denver, the Tuileries people agreed not to oppose the granting of sanctions to the White City Amusement management for weekday meets other than holidays. Accordingly a sanction has been granted for races at the White City track on Saturday, 27th inst. The Tuileries Park management has reserved for its own meets all Sundays and holidays throughout the season. Racing at the Tuileries Park commences on Sunday, 21st inst., on the new three-lap board saucer. The track is banked to 47 degrees and is expected to develop some fast travel.

SOUTHAMPTON RUN MEDALS.



Survivors of the recent spring run of the New York Motorcycle Club, to Southampton, L. I., and return, are to receive fobs of the design shown. The fobs will be ready in about two weeks, a new die being necessary for the medal.

BALKE RIDES RINGS AROUND EASTERNERS

Guttenberg Race Meet Gives Western Whirlwind Two Easy Victories—Constant and Hart Score in the Trade Rider Events—New Indian Racing Machine Disclosed.

Shooting up the center of the stretches as straight as a die and as swift as a rocket, Charles "Fearless" Balke, the California "dark horse," who was imported specially for the occasion, swept everything before him in the professional events at the opening motorcycle meet of the season at Guttenberg, N. J., Sunday, 14th inst. Straddling one of the Indian racers, labeled "No. 27," Balke simply ran away from A. G. Chapple, of the Merkel forces, who was expected to make things interesting for the Angeleno. Balke met Chapple twice, and the more he met him the harder he licked him. That in a nutshell tells the story of the professional events.

Among the trade riders, John Constant and Frank Hart, on Indians, cleaned up Will Teubner and W. H. Wray, of the Merkel contingent. Constant on a 5 horsepower machine did not have as much speed as Teubner's "7," but the handicap of 36 seconds was enough to give the Brooklynite first by 100 yards. Hart rode "No. 26," the new valve-in-the-head Indian, in the miss-and-out and played with Wray, who was the only other contestant that was in his class. Hart opened a big lead, then let Wray cut it down, and then increased it again, only to let Wray creep up again. Hart won with plenty to spare.



CHAPPLE, BALKE AND GUTERMAN AWAITING THE WORD



GENERAL VIEW OF THE STRETCH AT GUTTENBERG

Victories for the Indian contingent began with the three mile novice and were duplicated in every event thereafter. F. L. Vanderpoel won the novice after an exciting chase to catch J. A. Gaucher, Merkel, who started to run away in the first mile. Vanderpoel won by 75 feet, with Earl Eckel, Indian, second, and Gaucher third.

With practically no advertising save that accorded by the motorcycle trade press, and with a track most inaccessibly situated to New York City, the meet drew over 1,000 people, showing the possibilities if future affairs are well managed and well run. The track was very dusty, showing no traces of having been oiled, and the turns were dangerous, being studded with several holes and treacherous ruts.

In practice Balke was riding miles in 0:59 and 1:01, and fell twice on the turns. That made him a bit cautious and he came through the races without any mishaps. Balke and Guterman, on Indians, and Chapple, on a Merkel, were the starters in the five-mile open professional. Balke went in front at the getaway and once out of the turn set a fearful pace down the stretch. He drew away from the others in big jumps and, easing around the far turn again, looped it down the homestretch. This was his style of riding throughout and he increased his lead in every stretch, taking the turns easily. Chapple did not have the speed and lost ground in every lap. Balke won by a quarter mile, and Chapple beat Guterman by 10 yards.

Instead of a handicap, the 20-mile professional was changed to a scratch race with the same trio on the line. Again Balke took the lead, but Guterman closed in and they rode neck-and-neck for a time. Balke began to open a gap on the back stretch. Chapple was quite a way behind. At the end of the first mile Balke had a 50-yard lead, and at two miles he had 70 yards. Guterman was second and Chapple was the length of the stretch from Balke. Guterman went out at five miles with a puncture.

Balke gained steadily and speculation began as to when he would lap Chapple, and whether he would be put out by accident. Balke had half a lap on Chapple at 10

miles. At 14 miles Balke had Chapple in the stretch and let out a little more. He passed Chapple on the backstretch at 18½ miles and as Chapple's machine then slowed perceptibly Balke gained faster and won by 1¼ miles.

Frank Hart started to make a runaway of the five-mile handicap for trade riders. He was succeeding famously until the second mile, when a puncture put him out. While he lasted he outran the field, but when he retired Will Teubner, Merkel, was the fastest. Mercier, Indian, tried to catch Teubner, but was shaken, and shortly after had a blowout. In the meantime, Teubner was devoting himself to trying to catch Constant, Indian, who was spinning around breezily. Teubner gained steadily, but five miles was too short to cut down the handicap, and Constant won easily. Percy Drummond, Indian, was third. Immediately after the race Referee Pitman gave Constant a lecture on looking back, and told him that



COMING FAST IN THE STRAIGHT

a repetition of the offense would mean disqualification.

Hart also got a similar warning for looking back in the miss-and-out. Will R. Pitman, who was one of the right hand men of Colonel Albert A. Pope in the bicycle days, refereed his first motorcycle meet. He was unknown to most of the motorcyclists, but those who infringed the rules soon found that he meant business. Before the meet he gave the riders a heart-to-heart talk, and told them that he intended to give every one a square deal, but that he was going to enforce the rules at all costs. In the past, refereeing has been so loose at Guttenberg that the new order of things came in the nature of a surprise to the riders, and at first it was difficult for them to realize that Pitman meant what he said.



PART OF THE BLEACHER CROWD



START OF THE TEN MILE RACE FOR TRADE RIDERS

There was considerable interest manifested in the new Indian twin, in which all valves are over the pistons and are operated by overhead rockers. It is known as "No. 26," and is a radical departure in valve design from Indian standard practice. Another innovation on it was the stamping of the cylinder dimensions on the crank case. The bore is 3¼ and the stroke 3 5-32 inches, respectively, giving a displacement of 52.36 cubic inches, which is the equivalent of about 6 horsepower. It was said by the Merkel riders that the Merkel racing machines would be ready by Memorial Day.



SMILING IS EASY FOR BALKE

Quite a delegation came down from Springfield for the races, but of the visitors, only one, Charles Spencer, preferred a motorcycle to railroad cushions. Riding a "7" Indian with two-speed he left home at 5 a. m. and covered the 149 miles to New York in 4½ hours. Not satisfied with this little stunt he rode back after the races, making the 300-mile round trip in less than 12 hours. In addition to the dozen or more cameras at the track a moving picture machine was in operation. Jake DeRosier looked after the Indian forces, but did no riding himself. Summary:

Three mile novice, 61 cubic inches—Won by F. L. Vanderpoel, 7 Indian; second, E. S. Eckel, 5 Indian; third, J. A. Gaucher, 7 Merkel. Time, 3:47⅕.

Five mile handicap, trade riders, 61 cubic inches—Won by J. U. Constant, 5 Indian (12 seconds); second, W. J. Teubner, 7 Merkel (scratch); third, Percy Drummond, 5 Indian (12 seconds). Time, 5:26:

Five miles free-for-all, professional—Won by Charles Balke, 7 Indian; second, A. G. Chapple, 7 Merkel; third, L. H. Guterman, 7 Indian. Time, 5:14⅘.

Ten miles miss-and-out, trade riders, 61 cubic inches—Won by Frank Hart, 7 Indian; second, W .H. Wray, 7 Merkel. Time, 11:02⅘.

Twenty miles free-for-all, professional—Won by Charles Balke, 7 Indian; second, A. G. Chapple, 7 Merkel. Time, 20:54.

Chicago Catholics to Organize.

Aiming to organize a motorcycle corps of Catholic motorcyclists of Chicago, which is to be affiliated with the National Catholic Athletic Association of that city, officials of the organization have issued a call to Catholic motorcyclists for a meeting at the Great Northern Hotel on the 24th inst., to discuss the proposition. According to the sponsors of the plan, they can enlist over 200 riders in such a corps.

Peoria to Hold a Meet.

Peoria, Ill., is not behindhand in the matter of a motorcycle race meet on Decoration Day. The Peoria Motorcycle Club has carded a good program at the Peoria mile track.

IN FRONT OF THE SOLDIERS AND SAILORS' MONUMENT IN INDIANAPOLIS.



The gathering is that of riders taking part in the annual Indian run given by G. H. Westing, the Indian agent in Indianapolis. The picture was taken just before the start to Spring Lake Park, which this year was the objective point.

Detroit Decides to Build Motordrome.

Detroit really is to have a board motordrome for motorcycle racing, according to present indications, as the Detroit Motorcycle Club's members have ratified a five year lease of the Shippacasse property on Kercheval and Alter roads. A board has been appointed to go through with plans for a stock company and the building of the track, and the organization of the stock company was completed on Monday, 15th inst. The board consists of William Wandersee, Fred Kitcherer, R. M. Hunter, A. M. Carter and A. F. Gregor. Hunter was chosen president, Wandersee vice-president and Gregor the secretary and treasurer.

The Detroit Motordrome Co. is the name selected for the company, which is to be capitalized at $10,000, with 1,000 shares at $10 apiece. Most of the stock is already spoken for, and the balance will be sold by the secretary. The track is to be constructed by Jack Prince, the veteran track builder, and it is expected that it will be ready for racing by the Fourth of July. It will be three laps to the mile. The grandstand is to have a capacity of 6,500 people. The property is considered an ideal location for a motordrome, as it is only three blocks from Jefferson avenue and can be reached by a five cent fare. The plot contains nine acres.

Dual Event for Guttenberg's Card.

Although the F. A. M. competition rules forbid it, professionals and trade riders will ride against each other in the half hour race at Guttenberg, N. J., Sunday, 21st inst. In this case, however, it is stated that there will be no violation of the rules, as there will be separate prizes for each class and each will be checked individually. In other words, it will be a double header to save time. A sanction has been given under these conditions. Other numbers on the bill that promise well are a 20 mile open for trade riders, and miss-and-out races for professionals and trade riders.

Five Meets for Oshkosh.

The Oshkosh Motorcycle Club, of Oshkosh, Wis., is preparing to hold a series of five race meets during the summer, on the half mile track at the Oshkosh Driving Park. The first meet will probably be held the latter part of May. H. H. Schrottky has offered a cup, which must be won three times in succession.

Pittsburgers to Put On 100 Mile Race.

Motorcycle racing will hold the boards, or rather the dirt, in Pittsburg, Pa., on Saturday, 27th inst., when the Pittsburg Motorcycle Club will stage a 100-mile race at Schenley Oval. The time limit is 2½ hours, with an additional prize to the winner if he finishes inside this time. The regular award is a silver cup to the winner, and silver and bronze medals to the second and third men. It is asserted that the cup will be the handsomest ever awarded for an athletic event in Western Pennsylvania. As an additional incentive to the riders to keep their throttles wide open A. G. Schmidt has offered a gold medal to be awarded to the winner if he finishes inside the time limit. On the time allowance the winner will have to average at least 40 miles an hour. The morning of the 27th will be available for practice, and the race will start at 2 p. m. Sanction has been applied for, and Dr. W. A. McCrady will referee. Entry blanks have been distributed among the local dealers, and also are obtainable from E. B. Connell, 106 Whitfield street, Pittsburg. The race is the forerunner of more speed competition than Pittsburg has had heretofore.

SUNDAY RUNS ARE NOW IN STYLE

Enjoyable Outings of Clubs in Baltimore, San Jose, Cincinnati, South Bend, Racine, Philadelphia and Brooklyn.

The lure of the mountains was too much for the members of the Baltimore Motorcycle Club to resist on Sunday, 14th inst., so, headed by their faithful chief, Captain W. S. Fisher, the veteran motorcycle rider of Baltimore, they assembled at the entrance to Druid Hill Park, and with honk honk of horns and racket of exhaust, disappeared in the park, headed for Braddock Heights, on the apex of the Catoctin mountains, beyond Frederick. With Nature smiling and the trees radiant in their new spring dress, the back-to-nature movement tingled in their blood.

It was the club's last long run for this month, as Captain Fisher has decided that blind runs to nearby places will be in order, so that the members can get themselves and their machines in condition for the big races under the auspices of the Maryland Motorcycle Club at Electric Park on May 30. Duke Richardson, who has charge of the tours and long runs of the Baltimore Motorcycle Club is busy mapping out a long distance program, which will probably extend to Buffalo to take in the annual meet of the F. A. M.

The Maryland Motorcycle Club held a blind run last Sunday, with Westminster as the destination. The club has already visited this season all of the accessible points in the vicinity of Baltimore.

In the run to Westminster, Captain Samuel Congdon, Dick Gintling and Secretary Fred Wilkins were the first to reach the destination, making the distance of 29 miles in an hour and ten minutes, which is very good time considering the condition of the pike. The rest of the crowd came in by ones and twos, some having had punctures. A portion of the club went to Gettysburg.

Motorcyclists from San Jose, Santa Cruz and Watsonville, Cal., held joint runs to Gilroy on Sunday, 7th, and practically owned the city during their stay. The city authorities closed the roads so that the visitors could hold races, and afterward they were entertained with exhibitions of broncho busting by a local artist. At 11 a. m. the San Jose riders invaded the city, 50 strong, and were followed soon after by the Santa Cruz Club, with 30 riders. As the two bodies swept into the city they were given a hearty welcome by the citizens. Monterey road was closed to traffic and the motorcyclists put on their races, the local constable patroling the course, which was lined with an immense crowd, who came in motor cars, carriages, bicycles and on foot. C. Boyd won two of the events, and Emile Agraz, local Sheriff, and E. Reed tied in another. The fourth event, a tandem race, with several girls occupying respective tandem seats, was declared a tie between three machines. After the races the motorcyclists enjoyed a fine dinner, at which Sheriff Agraz acted as toastmaster. In the afternoon the visitors and the crowd gathered at Fellom's ranch, where broncho busting was part of the fun. It was late in the day when the visitors started for their homes, after voting the Gilroyers and the local authorities bully hosts. Several non-club members who participated in the outing had such a good time that they signed membership applications in the San Jose Club.

All in uniforms of dark khaki, with caps to match, 21 members of the Cincinnati Motorcycle Club, of Cincinnati, O., took part in the club's first run of the season on Sunday, 7th inst., to Foster's Crossing, which is about 20 miles out. Four of the machines carried lady passengers on tandem seats. When Foster's Crossing was reached the riders were the guests of the Bumiller-Remelin Co., one of Cincinnati's motorcycle agencies, at a fine chicken dinner. The excellent appearance of the club as a whole, resulting from all the riders being dressed alike in becoming uniforms, was the subject of considerable favorable comment.

Four of the nineteen starters in the club run of the South Bend (Ind.) Motorcycle Club to Kalamazoo, Mich., on the 7th inst., completed the 144 miles with perfect scores. They were the following: Charles B. Frank, Excelsior; Eugene Benz, Merkel; Harrison Weade, Excelsior; Chester Reynolds, Harley-Davidson. Checking stations were located at Decatur, Ind., and Kalamazoo. From South Bend to Decatur the roads were very bad, but beyond Decatur to Kalamazoo they were in fair shape, although quite dusty for the entire route. The actual riding time was seven hours, with an hour and a half for dinner at Kalamazoo.

Twelve members of the Racine (Wis.) Motorcycle Club held a run to Chicago and return on the 7th inst. President Newman was in command. The club now has 26 members and is growing steadily. Cross-country runs will be featured this summer.

Eighteen members of the Frankford Motorcycle Club, of Philadelphia, Pa., participated in a club run to Reading on the 7th inst. The distance was 136 miles round trip, and was made with no mishaps other than punctures. Dinner was enjoyed at Reading, and all arrived home before dark.

The M. M. Club, of Brooklyn, N. Y., held its first motorcycle spring run on Sunday, 7th inst., to Patchogue, L. I. Aside from one or two punctures, not a mishap occurred. The 16 riders had a good dinner at the hotel in Patchogue.

Concourse and Tourist Joint Run.

What may lead to the organization of a baseball league among the motorcycle clubs of New York and Brooklyn will have its institution on Sunday, 21st inst., when the Concourse and the Affiliated Motorcycle Touring clubs will hold a joint run to the vicinity of Mt. Kisco and play a game of baseball between picked teams representing the clubs. The losers will set up the dinners for the winners. The riders will start at 8 a. m. from J. C. Foley's garage, Jerome avenue and 165th street, Bronx.

LAKE GENEVA LURES MILWAUKEE MOTORCYCLISTS.



The Milwaukee Motorcycle Club held a run to Lake Geneva, Wis., on Sunday, 14th inst., the round trip being 125 miles. Threatening weather scared off many members. After the first 20 miles, the excursionists were drenched. The weather cleared, however, while they enjoyed a chicken dinner, and, after being photographed, they had a fine homeward trip.

KANSAN "CHAMPION" IS HUMBLED

Wilson and Weishaar Show Him Their Heels at Wichita—Divide All the Events Between Them.

Max Wilson, on a Harley-Davidson, and Ray Weishaar, Indian, two Wichita speed merchants, put some deep dents in the reputation of Paul Warner, of Ellsworth, who was touted as the "champion of Northern Kansas," in the motorcycle races at the Fair Grounds, Wichita, Kan., on the 6th inst. Both Wilson and Weishaar took Warner's measure every time he started, and between them they won everything. Rain spoiled the regular program, and kept several of the entrants away. Some of the races were run under weeping skies. Summary:

Five mile singles—Won by Max Wilson, Harley-Davidson; second, Ray Weishaar, Indian; third, Paul Warner, Indian. Time, 6:35⅘.

Three mile handicap, open—Won by Ray Reishaar, Indian; second, Paul Warner, Indian. Time, 3:46.

Unlimited pursuit—Won by Max Wilson, Harley-Davidson; second, Ray Weishaar, Indian. Distance, 8½ miles. Time, 12:03⅗.

One mile against time—Ray Weishaar, Indian. Time, 1:12.

Powers Had the Power at Jacksonville.

Frank Powers, riding a Merkel, was the star of the motorcycle events held in conjunction with the automobile meet at Jacksonville, Fla., on the 13th inst. Powers won two events, including the feature race, and took second in another. The other winners were F. Terry and A. A. Stoddard, also on Merkels. Close finishes marked the five mile handicap and the five mile private owner events and, on a whole, the motorcycle racing outclassed the automobile events. Summary:

Five mile private owners—Won by Frank Powers, Merkel; second, J. Yerkes, Thor. Time, 6:07⅗.

Five mile single cylinder, trade riders—Won by F. Terry, Merkel; second, Frank Powers, Merkel. Time, 7:09.

Five mile handicap—Won by A. A. Stoddard, Merkel (scratch); second, John Marsicano, Thor; third, Carl Torres, Thor. Time, 6:51.

Twenty mile handicap—Won by Frank Powers, Merkel. Time, 22:49⅕.

Nazareth a Hollenbeck Meet.

Of the half dozen or more Philadelphia motorcyclists who went out to Nazareth, Pa., on the 13th inst. to compete in the motorcycle events which formed part of the program at the automobile meet of the South Jersey Motor Club, only one, E. T. Hollenbeck, on a 4 horsepower Marvel, bagged any victories. When Hollenbeck quit riding he had won all three events and the others had to be content with "places." One thousand people were present and they made up in enthusiasm what they lacked in numbers. Summary:

Five mile handicap—Won by E. T. Hollenbeck, Marvel; second, William Stout, R-S.; third, H. Schilling, R-S. Time, 6:29⅘.

Five mile open—Won by E. T. Hollenbeck, Marvel; second, William Stout, R-S; third, Edward Kruck, Excelsior. Time, 7:15⅕.

Five mile open—Won by E. T. Hollenbeck, Marvel; second, William Stout, R-S; third, Edward Kruck, Excelsior. Time, 7:04⅕.

Endicott Constable Bags Three.

Inability of their machines to go as fast as those of their fellows was responsible for the arrest of three Binghamton (N. Y.) motorcyclists recently. The Broome County Motorcycle Club held a run to Elmira and on the way back the main party stopped to wait for one of the riders who had tire trouble. When the repair was made the party commenced to "loop it" to make up lost time and went through the village of Endicott "all out," much to the rage of the local constable, to whose admonitions the motorcyclists paid not the slightest attention. The constable was in a wrathy mood when he perceived three laggards of the party approaching, and when they were close upon him he hurled a fence rail in front of them, forcing them to dismount. Then he placed them under arrest for speeding and ordered them to appear for trial. When the motorcyclists appeared before the bar of "justice" they were accompanied by the club's attorney. The court decided to let the motorcyclists off with a warning. They were told, however, that the speed trap will be maintained and all motorists traveling over 15 miles an hour (by the constables' watches) will be taken in.

Runs Into the Wrong Motorcycle Crowd.

For driving on the wrong side of the road and running down two motorcyclists, H. B. Knox, an automobile driver of San Jose, Cal., was arrested by Motorcycle Officer Agraz on the 7th inst., and released on bonds to appear for trial. Members of the San Jose Motorcycle Club who witnessed the incident will appear against him. The occurrence took place during an outing of the club and Agraz happened to be in the party.

Climb Scheduled for Shingle Hill.

Three motorcycle events are included in the automobile hill climb that is scheduled for Shingle Hill, just outside New Haven, Conn., on June 10. The motorcycle classes will be 30½, 55 and 61 cubic inches, respectively. Entry blanks and all information can be had of James F. Cox, 508 State street, New Haven, Conn.

CINCINNATIANS RACE AT LATONIA

Motorcycle Events Form Part of a Two Day Motor Carnival—Ross Makes Two Easy Wins.

Togged out in blue overalls, Joseph Wanstradt, a youngster astride an Indian, was the pet of the large crowd that attended the two-day motor carnival of the Cincinnati (O.) Automobile Dealers at Latonia, Ky., on the 13th and 14th inst. Wanstradt won the last motorcycle race of the meet and was wildly acclaimed by the spectators. Olin Ross won two close and exciting races, and the other went to John Mast, Merkel. Summary:

Saturday, 13th.

Five mile open 30½ cubic inches—Won Olin Ross, Indian; second, Joseph Wanstradt, Indian; third, C. Swarm, Thor. Time, 6:16.

Ten mile handicap—Won by John Mast, Merkel; second, K. Hayes, R-S; third, R. W. Lucas, Indian. Time, 11:34⅖.

Sunday, 14th.

Ten mile open—Won by Olin Ross, Indian; second, Joseph Wanstradt, Indian; third, R. W. Lucas, Indian. Time, 11:37⅖.

Five mile handicap—Won by Joseph Wanstradt, Indian; second, R. W. Lucas, Indian; third, John Mast, Merkel. Time, 5:15⅗.

Mostly Torres in Tampa's Contests.

Falls and mechanical troubles had a lot to do with shaping the results at the race meet of the Tampa (Fla.) Motorcycle Club, at Tampa Bay track on Saturday, 6th inst. Those who managed to escape the trouble hoodoo furnished some exciting competition, and honors were fairly well scattered. The Torres brothers, Lewis, on a Thor, and Carl, on a Harley-Davidson, were the stars of the meet, bagging two firsts and two seconds in four starts. No times were taken. Summary:

Three mile open—Won by T. Johnson, Merkel; second, Carl Torres, Harley-Davidson; third, John Marsicano, Harley-Davidson.

Five mile open—Won by Carl Torres, Harley-Davidson; second, T. Johnson, Merkel; third, F. Weber, Indian.

Ten mile open—Won by Lewis Torres, Thor; second, Carl Torres, Harley-Davidson; third, F. Weber, Indian.

Five mile consolation—Won by John Marsicano, Harley-Davidson; second, F. Weber, Indian; third, L. Brown, Harley-Davidson.

The Rochester Motorcycle Club of Rochester, N. Y., has changed its quarters. It has moved from 214 Central building to Rooms 19 and 20 Palace Hall, corner of Plymouth avenue and Main street, W.

SUNSHINE MAKING MORE CLUBS

Motorcyclists Getting Together in Every Section of the Country—Affiliations with F. A. M. Continue.

New clubs continue to spring up like mushrooms in all sections. The following are mixing club batter in their respective cities: L. C. Hansen, Greenleaf, Kan.; S. A. Hokanson, Middleboro, Mass.; D. W. Voorhis, Pompton Plains, N. J.; W. P. Gains, Triplett, Mo.; George G. Gilbert, St. John, N. B.

Danville, Ill., now has a motorcycle club, thanks largely to the efforts of L. C. Stumme, who has been doing preliminary work along that line for some time. He issued a call to riders on the 20th ult., and launched the club with 22 members. The officers are: B. L. Howell, president; Chas. Alexander, vice-president; L. C. Stumme, secretary and treasurer; Lovell Gillespie, captain; Howard Smith, first lieutenant; Albert Dill, second lieutenant; directors-at-large, P. H. Learn and E. P. Beckelhymer. As soon as it "clinches" a few more desirable prospects, which will raise the membership to about 30, the club will affiliate and thus be one of the first to qualify for an "Old Sol" lamp and generator.

Chairman Estabrook, of the F. A. M. membership committee, reports the following clubs affiliated during the last week: The Motorcycle Club of the Detroit (Mich.) Wheelmen, No. 117, 24 men; Johnstown (Pa.) Motorcycle Club, No. 120, 34 men; Williamsport (Pa.) Motorcycle Club, No. 121, 16 men; Newark (O.) Motorcycle Club, No. 122, 29 men. George M. Norton, of Meadville, Pa., is working on a new club, and Harley-Davidson clans are being formed by the local agents in Washington and Marietta, Ohio. The latter will become 100 per cent. F. A. M. Officers have been elected by the newly organized Mobile (Ala.) Motorcycle Club as follows: Zack Agee, secretary; I. Rubel, treasurer; F. R. Peterson, captain; Claude Johnson, first lieutenant; Rug. Morse, second lieutenant. A special meeting will be held to act upon the matter of affiliation, as the leading spirits in the club wish to make it 100 per cent. F. A. M. There already is plenty of work for the club in its own garden, for the county is planning to tax motorcyclists $3 for a license, and the city already is collecting $2 on the same account. There are rumors that the club soon will be heard from vigorously in protest. In the first ten days of the month, nine clubs affiliated, bringing in 192 members.

Preliminary plans for a motorcycle club in Joliet, Ill., were laid on the 9th inst., when 17 motorcyclists responded to a call and signed a charter list of what will be known as the Joliet Motorcycle Club. C. W. Winkler was chosen temporary chairman and H. F. Stoll, temporary secretary. Committees were appointed to draft a constitution and by-laws, and to secure suitable quarters. Officers will be elected soon.

The motorcycle owners of Great Falls, Mont., are contemplating the formation of a local club. Clarence Mar and H. R. Noble are the leaders in the movement, and they have asked all owners of motorcycles to gather and take up the matter of forming an organization. They propose that the club shall have charge of runs to other points on holidays and Sundays, and also promote a spirit of good fellowship among the motorcyclists.

San Antonio's Liberal Intentions.

Free admission is the bait which the San Antonio (Tex.) Motorcycle Club holds out to secure a big crowd at the 200-mile track race which it proposes to run soon. The race will take place on the Fair Grounds track, but the date has not yet been fixed. The prize committee has secured several good prizes and a big entry is expected. Two other important matters were acted on at the club's last meeting. It was voted that the club affiliate with the F. A. M., and President Huter was given power to act in the matter. It also was voted to draw on the club treasury to defray one-half the expenses of any member who is disabled or injured while riding a motorcycle. This latter action is expected to make a strong appeal to non-members and to bring many new riders into the club.

Elmira Organization Incorporates.

Incorporation papers of the Elmira (N. Y.) Motorcycle Club have been filed with the County Clerk. Among the objects stated are to increase interest in motorcycling in Elmira and vicinity and to establish suitable grounds for a track and club house, for conducting motorcycle race meets and exhibitions. Nine directors, each to be chosen for one year, are provided for. The board of directors for the first year is composed of the following: George H. Carrier, Burton Forsythe, Frederick S. Ellett, P. B. Rutan, Charles Teasdale, Arthur Holley, Leon Peters, Victor Campbell and Louis F. Longwell.

MONEY WELL SPENT.



"Here is a dime, boy. Just stoop down and take a look at the window of the oil reservoir for me."

NO NATIONAL ENDURANCE RUN

F. A. M. Directors Decide to Drop It This Year—Two Big Tours Are to be Provided, Instead.

After making a canvass of the motorcycle manufacturers to learn their sentiments in the matter, President Willis, of the Federation of American Motorcyclists, announced this week that there will be no national endurance run this year. It will be the first year in the history of the F. A. M. that the annual endurance run has been omitted. Instead of the endurance run a double header tour will be held, with sections starting from New York and Chicago simultaneously and meeting at Buffalo where the meet will be held.

In addition to a majority of the manufacturers expressing themselves as being in favor of a tour in preference to the endurance run, the board of directors of the F. A. M. also placed themselves on record as in favor of a tour. President Willis, while regretting that the endurance run will not be held, expressed the opinion that the manufacturers, as past supporters of the endurance runs, should have a voice as to its continuance or abandonment this year, and that his decision was based on the wishes of the majority. President Willis himself, together with some of the manufacturers, was in favor of holding both the endurance run and the tours, but the board thought that the handling of both would be too large a task.

Dates for the starting of the tours will be announced later. No penalties will be assessed or prizes given on the tours, and they will be go-as-you-please affairs with a definite night stop for each day. An official route for both tours will be laid out and followed, and it is planned to have motorcyclists and clubs removed from the starting points pick up the tours at convenient cities along the route. In this way the tours will be swelled at each large city, and when they reach Buffalo will be of immense proportions, it is expected.

President Willis points out that the abandonment of the endurance run this year does not necessarily mean that it will be dropped permanently, and that it can be revived next year if the citw that gets the meet so desires. There is nothing in the F. A. M. constitution requiring that the national endurance run to be held each year, it being left to the discretion of the promoting club.

Record Crowd in Providence Pictures.

More than 100 motorcyclists turned out for the annual picture run of the Providence (R. I.) Motorcycle Club on Sunday, 14th inst. As in former years the riders assembled in Roger Williams Park, where the panorama was taken, requiring special photographic paraphernalia. It is claimed that the picture when developed will be the largest motorcycle group ever taken in New England. While waiting for the photographer to get his apparatus ready the riders indulged in horse play and got better acquainted with each other. After the bulb had been pressed, the riders were released, and, forming into small groups, scattered for various places of amusement, the day being ideal for riding. The club will hold a run to Springfield, Mass., on Decoration Day to attend the motorcycle races at the Stadium.

Delegate Blanks for F. A. M. Meet.

Blank certificates of appointment of club delegates and state delegates at large to the national convention at Buffalo are being sent out by Secretary Gibson, of the Federation of American Motorcyclists. In the blanks sent to clubs, spaces are provided for entering the names, one on each blank, of the delegates appointed by the club to represent it at the meet. This certificate of authority is to be signed by the president and secretary of the club sending the delegate. Similar blanks are being sent to state commissioners together with information as to the number of F. A. M. members in the state in good standing, and instructing the commissioner to appoint the proper number of delegates and alternates to represent the unaffiliated membership. Two more affiliated clubs are reported by the secretary as follows: Crawfordsville (Ind.) Motorcycle Club, No. 124, 15 men; San Jose (Cal.) Motorcycle Club, No. 127, 40 men.

Barred from Motorcycling in Denver.

To be barred for all time from riding a motorcycle on the streets of Denver, Col., is the unusual punishment that has been meted out to J. B. Shultz, of that city, by the Denver fire and police board. Schultz was deprived of his motorcycle permit some time ago as the result of an accident in which he ran down a man 60 years old, who subsequently died from his injuries. A motorcycle policeman recently caught Schultz again riding on a Denver street, and as the latter's permit had not been restored to him he was arrested. The records failed to show that a new permit had been granted Schultz, but it was discovered that a permit had been taken out by J. B. Scholz, whose handwriting was recognized as that of Schultz. The board then took action, denying Schultz of his right ever to take out a motorcycle permit in Denver.

No Place for Motorcycle Touring!

Motorcyclists who are contemplating a vacation trip to Prince Edward Island will do well to leave their machines behind, for they will prove an expensive method of getting about. Riding a motorcycle anywhere on the island will cost the rider a $500 fine, or if he prefers, a six months sojourn in the local "jug."

LANTERN LIGHTS DRAW MEMBERS

Indianapolis Night Parade Proves a "Puller-In" for Indiana Motorcycle Club—Prize Awards.

Led by two motorcycle policemen of the local force, the Indiana Motorcycle Club, of Indianapolis, held its first annual lantern parade on Monday night, 15th inst., with almost 200 machines in line. Arranged as a membership accelerator the parade was a huge success and resulted in several applications for membership being handed in. All riders in the city were eligible to take part and over two-thirds of those in line were non-members, but after the parade this ratio was reversed. The line of march was from the club house on West Vermont street through the leading business streets of the city. Following the police escort came a car containing the club officers, then the press car and next a truck carrying a brass band. First prize for the best decorated machine was taken by a machine belonging to the Hearsey-Willis Co., and ridden by Wililam Grimes. It was decorated with lanterns cleverly arranged. Second prize in this class went to the H. P. Motorcycle Co., which entered a Yale ridden by Frank Stringer. The winning machine in the unique class was decorated to represent a motorcyclist looping the loop. Mayor Shank was the judge of machines. All of the local dealers entered machines and there were several ingeniously arranged outfits of comic nature. After the pa ade a smoker was held at the club.

Danville and Terre Haute Visitors.

Members of the Danville and Terre Haute Motorcycle clubs held runs to Indianapolis on Sunday, 14th inst., and while there were guests of the Indiana Motorcycle Club. About 30 riders were on hand from both cities. One feature which marred the affair and prevented several riders from reaching the rendezvous was that the first starters from Terre Haute made a road race of it and shook off the less speedy ones. Several of the latter lost the road and others quit in disgust at being abandoned. It is promised, however, by the powers that be in the Terre Haute club that the occurrence will not be repeated.

Swiss Owners Must Have Tags.

All owners of motorcycles residing in Switzerland, whether native or foreign, must now be provided with "international route certificates," as provided by the regulations prescribed by the International Convention of October 11, 1910, which became effective throughout Switzerland on May 1, 1911. The motorcycles, in addition to the numbered plates in the rear, must have a distinctive plate bearing the letters "C. H." (Confederatio Helvetica).

Correspondence

Makes Comments on Guttenberg Races.

Editor of the Bicycling World and Motorcycle Review :

I have before me an entry blank of the Guttenberg (N. J.) Motordrome Racing Association, with a schedule of events for their meet of May 21, and I notice that event No. 5 reads: "One-half hour race, professional, and one-half hour race, trade rider," both races to start at the same time, but to be checked separately. This seems a distinct transgression of the rules of the F. A. M. If we are going to have pros and trade riders compete to-gether, why not make them all pros and be done with it?

Another thing that I noticed at Guttenberg last Sunday, 14th inst., was the fact that several of those riders who competed in the novice race used racing machines. This state of affairs was very obvious and anyone with eyes could have seen it. I would like to bet the referee, or Chairman Thornley himself, who was there, that one-third of the riders in the novice, which, of course, should have been a private owner event throughout, did not own the machines they rode.

I do not know whom it was up to to make a complaint in a case like this, but I should think that the chairman of the competition committee, being present, certainly should have interfered. I don't suppose that promoters know they are injuring their own interests by letting such conditions exist, as a young man on the side lines who had been thinking of entering such a race, would say, when he saw what he was up against, "What's the use; they have factory machines; I haven't any show at all, so I guess I won't ride."

In this particular case the riders themselves were afraid to say anything because they had different makes of machines, and, of course, if one were thrown out on such grounds the others naturally would be also, and it would have spoiled this race if it had been run in strict accordance with the competition rules.

A SPECTATOR.

Clutch's Value in Climbing Hills.

Editor of the Bicycling World and Motorcycle Review:

I have been an appreciative reader of your paper for some time and have noted with interest several articles regarding the free engine clutch. As a result of something over a year's use I am an enthusiastic advocate of the clutch. There appears to be no difference of opinion on the part of your correspondents regarding the desirability of the clutch for starting on side hills, sand and rough roads, or for traveling slowly in crowded traffic, but there does seem to be a lack of appreciation by some of them concerning the hill climbing ability of the clutch. It is just this point I want to give your readers, especially the riders who use the country roads.

Every rider of any experience knows that he can climb nearly any hill very readily if it be smooth and he has a chance to "make a run at it." In other words, the engine has a certain speed at which it develops its maximum power, and right here is where the clutch comes in. You can run the engine at just the proper speed to develop its best power while the motorcycle is loafing along leisurely up the hill, going over bumps that would "jolt the liver out" of the rider if he were going at anywhere near the speed required to make the hill with the old-fashioned transmission.

My clutch enables me to go up any hill in this part of the country, whereas there are dozens of them on which the machine used to be stalled before I attached the clutch. There is also another advantage possessed by the clutch. In going through very deep sand, where it is impossible to ride on account of the machine skidding, the engine may be made to pull the machine while the rider walks beside it to guide it.

W. H. ORTON,
Fullerton, Neb.

Wants Extra Brakes on Motorcycles.

Editor of the Bicycling World and Motorcycle Review:

Being a subscriber to the Bicycling World and Motorcycle Review, which I believe everyone should be who has the motorcycle fever, I hope you will let me express myself in regard to the desirability of an extra brake on motorcycles, which I see has at last been put on by one company in this country. I would like to know how riders feel about it.

CLARENCE E. WERNER,
F. A. M. No. 1381,
New York City.

Why Didn't He Stop It? He Did!

While trying to operate a new, bright red Indian motorcycle in Johnson Square, Savannah, Ga., Adolph Cumpert, who said he came from New York City, ran amuck and crashed into a big block of marble in front of a bank, crumpling the front of the machine, but escaping injury himself. Cumpert's efforts to start the machine attracted a crowd and immediately he was under way he lost control. After the accident he told the police that he had ridden a machine in New York and thought he was competent to run one. When asked why he did not stop the machine when it was running wild, he answered with serious face that he did, and the crowd roared. The stone that he hit would have stopped a steam roller.

Vincennes Boasts a Mounted "Cop."

Vincennes, Ind., is the latest city to adopt motorcycles for its police department, and has bought a 1911 Indian. When the machine arrived the local sleuths were all anxious to try it. Chief Adams was among those who had the craving and, of course, his prerogative gave him first choice. He was unable to make it run, however, and was much crestfallen to see his secretary mount and ride nonchalantly away as if it was an everyday habit. The secretary was gone a long time before he returned, but it was not due to trouble, for he came back smiling. Now the police are wondering where they will store the machine, for it is so heavy that it requires two men to carry it up the steps of the city hall and often but one man is available for the strenuous job.

Catch a Burglar on a Trolley.

Pursuing a street car which had nearly ten minutes start, Motorcycle Policemen Martin and Connors, of Toledo O., recently gave a convincing demonstration of the efficiency of motorcycles in police duty, by overtaking the car and arresting an alleged housebreaker who was making his escape on it. They were called to Air Line Junction, four and one-half miles distant, by a man who said he had caught an intruder in his house. When the officers arrived, the man had lost his intruder but retained the latter's coat tail, which had pulled off when the fellow had made a break for liberty. The alleged burglar had boarded a street car bound for Toledo, and the motorcycle policemen put after the car, although it had a long start. They overtook it and found a man who was minus a coat tail. Within 20 minutes of the time they had left the station house, they returned with their prisoner, after a nine mile trip.

Fresno Requires Registration.

Motorcycles must now be registered in Fresno, Cal. according to a new ordinance which has just been signed by the mayor and which gives the police certain powers over the regulation of motorcycle traffic. The ordinance requires that each machine shall carry metallic number placards, one on each side. The numbers must be three inches long and half an inch wide. The new law exempts the non-resident motorcyclist while actually traveling through the city provided such non-resident is not engaged or employed in any business, occupation or profession in whole or in part in the city. For registration and issuance of a number, a fee of 50 cents is charged. The ordinance met with the approval of the Motorcycle Club of Fresno, and that organization has put in a request for the first 60 registration numbers, to be assigned to club members.

Elgin is Fining the Speeders.

Warnings against speeding within the city limits are being handed out by the authorities of Elgin, Ill. Two traps have been established and on the second offense violators are picked up.. Two motorcyclists already have been fined.

TEAM MATCH RACE STUMPS KRAMER

Best He Gets is Second in Each Heat Against Fogler and Clarke—Spirited Newark Racing.

Each with an able partner, the three big guns of the cycle sprint brigade at Newark, N. J.—Kramer, Fogler and Clarke—provided the star number on Sunday, 14th inst., in a three-cornered team match race, mile heats, and, if one be impatient for the answer, Joe Fogler won it, by grabbing two of the three heats with Clarke first in one heat and Kramer second all three times. Edward Root, who has been Fogler's partner in several six day races in which the pair came to victory, helped Fogler, while Willie Fenn was Kramer's assistant. Clarke was in tow of Floyd Macfarland.

In the first heat Macfarland stirred things up some distance from the finish, making Kramer and Fogler ride a long sprint, in the latter part of which Clarke was fresh and well placed, so that in the first burst of real speed he has shown this season he flew home in front, with Kramer and Fogler in second and third, respectively. The Australian's stock was way above par after this bit of work. In the second heat, Clarke was also well placed when the three assistants began to drop off. He tacked on to Fogler for the sprint, whereupon Kramer came up on the outside and locked him in. Fogler went all the way, with Kramer giving battle on the outside, so that Clarke had no chance either to drop back and come on the outside or to break through in front. Fogler's ride to the tape was a whirlwind, and Kramer could only take second.

In the final heat Macfarland continued his policy of just mixing up the other teams and spoiling their plans by feinting, sprinting and mingling into their affairs, leaving Clarke at the rear to take care of himself, on Kramer. Macfarland went up front and began to whang it out a long way from home. When the bell jingled, Fogler, Kramer and Clarke, in that order, cut loose from their helpers. Clarke shot out from the rear, but instead of going to the front and making his fight from there, he chose to be revengeful or crafty, and kept Kramer in, back of Fogler. Kramer tried to butt out but failed, and meanwhile Fogler was eating up space so fast that when Clarke gave up elbowing Kramer and tried to get in front, the job was too much for him. He weakened in the home stretch so that Kramer, waking to the situation, threw a spasm that beat out Clarke for second. Fogler's two winning heats gave his team first money in the match, while Kramer's three times in second place gave the Kramer-Fenn partnership the second purse on points, six points against the Clarke-Macfarland combination's total of five—one first and two thirds.

In the two mile pro open, Kramer was wholly at ease. In the final there were pacemakers, and these were followed in the last mile by Fred Hill, Goullet, Kramer, Clarke, Fogler, Hehir, Root and some tailenders. When the pacemakers retired at the bell lap, Hehir came out and shut in Clarke. Before he reached Kramer, however, the latter started a runaway sprint, leaving the field in pursuit, headed by Goullet. Clarke and Fogler were pocketed in the jam. Kramer kept flying, and arrived several lengths ahead of Goullet and Fred Hill. Clarke got out in time to finish fourth, ahead of Hehir, while Fogler was sixth.

Chester Smith, of Baldwin, L. I., showed his contempt for champions by defeating Frank Blatz, the amateur title holder, in the half mile amateur open. Carl Ericson, from 150 yards, captured the three mile amateur handicap, with Smith second, from 45 yards. Joseph Schieder, the Buffalo flat floor star, who rode from the 100 yard mark, was beaten for third by Paul Heldrick, a 140 yard man, but was able to account for fourth. A lively scramble marked the one mile professional handicap, in which sturdy Peter Drobach, from ten yards, took first from Hehir, who pursued him from scratch. The summary:

Two mile open, professional—Won by Frank Kramer; second, Alfred Goullet; third, Fred Hill; fourth, A. J. Clarke. Time, 4:50⅗.

Three mile handicap, amateur—Won by Carl F. Ericson (150); second, Chester Smith (45); third, Paul Heidrick (140); fourth, Joseph Schieder (100). Time, 6:35⅘.

Team match, professional, mile heats—First heat won by Clarke and Macfarland; second, Kramer and Fenn; third, Fogler and Root; time, 2:29⅕. Second heat won by Fogler and Root; second, Kramer and Fenn; third, Clarke and Macfarland; time, 3:46. Third heat and match won by Fogler and Root; second, Kramer and Fenn; third, Clarke and Macfarland. Time, 2:47⅗.

One mile handicap, professional—Won by Peter Drobach (10); second, Patrick Hehir (scratch); third, Alfred Goullet (20); fourth, Norman Anderson (50). Time, 2:09⅘.

Half mile open, amateur—Won by Chester Smith; second, Frank Blatz; third, William Pettit. Time, 1:01⅘.

C. R. C. A. Handicap Postponed.

Because of the close proximity of the date to Decoration Day, when a great many other bicycle events are scheduled, and on account of the poor condition of the course selected, the 30-mile open handicap road race of the Eastern division of the Century Road Club Association, New York City, booked for May 28, has been postponed indefinitely. It is planned to hold the race later in the season.

BALTIMORE CYCLISTS ARE BUSY

Clubs in a Continuous Round of Trips, Tours and Races—Cycle Division for Carnival Parade.

The ninth open half century run of the Crescent Bicycle Club, of Baltimore, Md., was held on Sunday, 14th inst., with Reisterstown as the destination. This 50 mile pleasure trip is an annual feature with the Crescents, and the turnout was a record one, fully 100 of the pedal power advocates attending. The run was open to all local cyclists. They assembled at the corner of Broadway and North avenue at 8 o'clock in the morning, and finished at the same point at 3 o'clock in the afternoon. An extra half hour was allowed at the finish, giving seven and one-half hours in which to complete the run.

As Reisterstown is somewhat short of the required distance, a trip around the city was made at the start of the run. Handsome medals were awarded to the riders who finished within the generous time limit. These medals were distributed immediately after the finish of the run. As an additional prize a silk banner was awarded to the club entering the largest number of riders. Entries were received up to the time for the start, thus giving some of the riders who were doubtful of entering plenty of time in which to make up their minds.

On the Saturday previous, the members of the Crescent journeyed to Frederick and return, on the first club century of the season. This trip took the place of the usual short distance run. While there exist many century routes far easier than the run to Frederick, the trip has a certain fascination attached to it, and the Crescents always make the journey as a club run at least once each year.

As in most club runs held by this organization, the riders were allowed to choose their own starting time, the only requirements being that a century be ridden with Frederick as the destination. The riders gathered at Ridgeville at noon for dinner, and a number who started from Fulton and Edmonson avenue at 6 o'clock in the morning arrived away ahead of the schedule time. Owing to the injuries received by a number of cyclists in the annual road race of the Lafayette Wheelmen on the 7th inst., the turnout was not as large as expected, but a fair sized crowd attended.

The next big event on the Crescents' program will be the annual spring road race, which will be held this year on Sunday, June 18. The race will be over the famous Shell Road course, and will be a 12 mile event. A large list of prizes will be offered, and the entry blanks and circulars will be off the press in a few days.

The Lafayette Wheelmen assembled last Sunday and took a run through the famous Green Spring Valley, returning to the city about 3:30 o'clock.

The R-S Bicycle Club journeyed as far as Halethorp, where the aviation meet was held recently, and from where Hubert Latham, the noted French aviator, started on his flight over the city of Baltimore.

Members of the Baltimore Bicycle Club assembled and took a spin as far as Chase's Station, returning and arriving at home in time for dinner.

Many of the members of the Bayonne Wheelmen accompanied the Crescents on their run to Reisterstown.

West Baltimoreans are planning a great carnival for Memorial Day, and elaborate plans are being formulated. Through the efforts of Charles W. Bokemeyer, the bicycle dealer, whose place of business is at Fulton avenue and Lexington street, and who is the president of the Carroll Cyclers, the committee has agreed to allow the bicycle riders and the motorcyclists to participate. In view of this fact, Bokemeyer is getting the various clubs interested. He has arranged an elaborate turnout of his club, and great credit is due to him for bringing this feature into the celebration. Bokemeyer has planned that every participant must have his machine decorated, and has offered a prize for the best decoration. Fulton avenue will be a main artery of the carnival doings, and Bokemeyer will have his place decorated and illuminated with hundreds of incandescent lights.

Long Branch Offers Many Prizes.

Three bicycles and a generous stock of sundries already are in the hands of the prize committee for the second annual race meet of the Long Branch (N. J.) Cycle Club on Decoration Day. The meet will will be held on a three-quarters mile dirt track that now is being put into good shape. There will be seven events on the card, four open and three closed club, as follows: Two lap handicap, open; one lap, open; ten lap handicap, open; quarter mile, open; one-half mile, club; two lap handicap, club, and a four lap handicap, club. First prize in the two lap open handicap will be a Reading Standard racer. The winner of the ten lap open handicap will get a Columbia racer, and the second man will be given an Arrow racer. Sanction has been granted by the N. C. A. and entries close on the 24th. Entry blanks can be obtained from the club, 554 Broadway, Long Branch, N. J.

More Members of New Englands.

Eight more members were taken into the ranks of the New England Wheelmen, of New York City, at the last meeting, including Franklin Fisher and Robert Lawson. Apparently the New Englands are out to absorb all the other Metropolitan bicycle clubs, judging from the rate at which they are recruiting new members.

FOUR CLUBS IN 100 MILE RACE

Pacific Coast Cyclists Hold a Relay Contest—Garden City Wheelmen Defeat Three Rivals.

In a hard and closely fought contest the Garden City Wheelmen of San Jose, Cal., won the Pierce trophy bicycle relay road race of 100 miles over the San Leandro triangle course, on the 7th inst. Second honors were taken by the New Century Wheelmen of San Francisco, and third place went to the Acme Wheelmen of Oakland. The Bay City Wheelmen were fourth. Each team was composed of ten men, each man on a team riding ten miles. Four of the ten heats were won by the Garden City's, and in most of the others they were well up in front. The scoring was done on a time basis, the fastest total time of a team deciding the winner. The total time of the Garden City team was 4:29:30.

Real excitement was stirred up at the finish of the ninth round, which proved a battle royal between the representatives of the three leading teams. It also added to the prestige of O. Inman, of the Garden City team, through his stirring victory over Cecil Nelson and A. Sangalli, two crack riders. Sangalli suddenly started a long sprint for the tape, catching Nelson and Inman asleep. Inman, however, started in hot pursuit, and ran away from Nelson, who tried to hang on. The terrific pace that Inman maintained soon carried him past Sangalli and he sailed across the line a winner by a wide margin. Tracy, of the Bay City's, was last.

In the final heat, Wayne Walther, of the Garden City team, had practically a gift, for after he started his final sprint he ran away from the others and won by an eighth of a mile. Whatever chance of victory the Acme Wheelmen had went glimmering in the seventh round, when L. Goodwin fell and lost much time changing mounts. The special prize for the rider making the fastest ten mile heat was won by H. Born, of the Bay City Wheelmen. His time for a heat was 22:04. The Pierce trophy is a challenge cup, and must be won three times by a club to become its permanent property. The first time it was offered in competition it was won by the Garden City Wheelmen, and then was won twice in succession by the New Century Wheelmen.

Summary:

First heat—Won by T. Weggerman, N. C. W.; second, G. Erick, G. C. W.; third, C. Mourow, A. W.; fourth, S. Schadt, B. C. W. Time, 34:04.

Second heat—Won by C. Baxter, G. C. W.; second, A. Payne, B. C. W.; third, W. Penaluna, N. C. W.; fourth, E. Maker, A. W. Time, 29:10.

Third heat—Won by B. Hartwell, A. W.; second, A. Mahoney, G. C. W.; third, E. McLaughlin, B. C. W.; fourth, J. Viscotti, N. C. W. Time, 24:12.

Fourth heat—Won by B. Clark, A. W.; second, E. Buttleman, N. C. W.; third, G. Lorenzini, B. C. W.; fourth, L. Gerken, G. C. W. Time, 27:37.

Fifth heat—Won by H. Hoffman, A. W.; second, W. Bellezer, N. C. W.; third, W. Chaboya, G. C. W.; fourth, F. Curran, B. C. W. Time, 25:49.

Sixth heat—Won by H. Born, B. C. W.; second, R. Martin, A. W.; third, W. Hammitt, N. C. W.; fourth, O. Trulson, G. C. W. Time, 22:04.

Seventh heat—Won by A. Born, N. C. W.; second, C. Chaboya, G. C. W.; third, G. Kalvig, B. C. W.; fourth, L. Goodwin, A. W. Time, 25:10.

Eighth heat—Won by H. Eisentroutt, G. C. W.; second, B. Bush, N. C. W.; third, R. Decassia, A. W.; fourth, J. Fitzgerald, B. C. W. Time, 28:45.

Ninth heat—Won by O. Inman, G. C. W.; second, A. Sangalli, N. C. W.; third, C. Nelson, A. W.; fourth, M. Tracy, B. C. W. Time, 23:45⅗.

Tenth heat—Won by W. Walther, G. C. W.; second, E. Carroll, A. W.; third, G. Knabenshue, N. C. W.; fourth, O. Young, B. C. W. Time, 28:17.

Total time—Garden City Wheelmen, 4:29:30; New Century Wheelmen, 4:30:51⅗; Acme Wheelmen, 4:32:31; Bay City Wheelmen, 4:37:04⅕.

Asbury Park Course is Chosen.

All interference with contestants by motor cars or other traffic in the 25 miles amateur handicap road race of the Monmouth Cycle Club of Asbury Park, N. J., on Memorial Day, has been forestalled by the selection of a course that is free from traffic and at the same time embraces ideal roads. The start and finish will be on Corlies avenue, and the race will start at 10 a. m. Two $50 high grade bicycles head the prize list and there are 26 other prizes. Entries close on the 25th ult., with Elwood A. Mooney, 605 Main street, Asbury Park, N. J. Sanction has been granted by the N. C. A., and only amateurs are eligible to compete.

Andrews and Smith Switch Clubs.

A bomb was exploded in Canadian cycling circles this week when the announcement was made that Walter Andrews, the Canadian champion, and Bill Smith, both of the Royal Canadian Bicycle Club of Toronto, had jumped to the Toronto Bicycle Club which is presided over by G. L. MacKay, the Dominion racing chairman. The two have sported the silks of the R. C. B. C. for many years and their change of allegiance was a big surprise.

Kjeldson Sails to Land of Hamlet.

Herman Kjeldson, a Dane who has proved one of the fast amateurs in the cycle racing at Newark, N. J., has gone to Denmark. He sailed this week.

HOW CYCLE "TEAMING" STARTED

Macfarland Invented It on an "I and Stevie" Basis—A Demonstration for the Chairman.

Team work, which is at present causing much agitation in cycling circles, was started in 1896, and the idea of one rider sacrificing his chances in a race by helping another rider to win, originated in the brain of Floyd Macfarland, says the Newark News. Cycling and cycle racing were at their zenith at the time, and all the big bicycle and tire manufacturers had racing teams on the track. The riders received big salaries, as well as all their expenses. There was racing nearly every day, the prizes were big and the circuit extended from the Atlantic to the Pacific. Macfarland was on the Palmer team and Orlando Stevens was on the Morgan and Wright team. The two teams were waging a bitter fight for supremacy, and the best professionals in the country were on the rival squads. It was the first season in the professional ranks for Macfarland and Stevens and they were the young stars of their respective teams.

Eddie Bald and Tom Cooper were winning a majority of the first and Macfarland and Stevens were generally battling for place prizes. At the finish of every race Stevens and Macfarland were generally found fighting it out side by side, sometimes in front and sometimes at the tail end of the bunch, but always side by side. It began to look like a personal affair between the pair, in which they were simply trying to beat each other.

Macfarland and Stevens were pals off the track and the spectacle of seeing his chum come alongside of him in every race and fight as though his life depended on the result and with him returning the challenge with a vengeance, finally struck a humorous chord in Macfarland's make-up and with the idea of ending what appeared to him to be a laughable and ridiculous situation, Macfarland suggested to Stevens that they become pals on the track as well as off and work together instead of against each other in the races.

The proposition was agreeable to Stevens and they decided to work together in the races at Appleton, Wis., the next day. They both qualified for the final of the handicap, which was worth $100. As they left the training quarters for the final, Mac told Stevens to "get on" and he would take him. Mac took him, all right, and jumped the bunch a half mile from the finish, landing Stevens some ten lengths to the good in the home stretch. Stevens won with ease. The riders on both the Morgan & Wright and the Palmer team thought Macfarland had gone crazy. They could not fathom Macfarland's apparently foolish ride.

They alternated in pulling each other and were winning nearly all the races and it was not until three weeks later that the riders finally got wise. Macfarland was canned by the Palmer people, but was immediately taken on the Morgan & Wright team.

Macfarland and Stevens continued to work together for the next four years and became famous as the "I and Stevie" team. Macfarland was "I" and the brains of the combination. They rarely framed up a race in advance. They worked so well together that it was seldom that a word passed between them as to how they would ride or who would do the pulling. The one who had the most advantageous position from which to do the pulling did the donkey work and the other went on and won. They were not glory riders and cared nothing about winning except for the cash that went with victory.

Macfarland and Stevens worked so nicely together that the other riders were kept guessing continually. There was no given time or place in a race for them to come together, and very often the riders thought they were not going to work together when, like a flash, they would be together and away. Nowadays one can pick the combinations before a race has gone a lap, as a rule, if there are any combinations in the race.

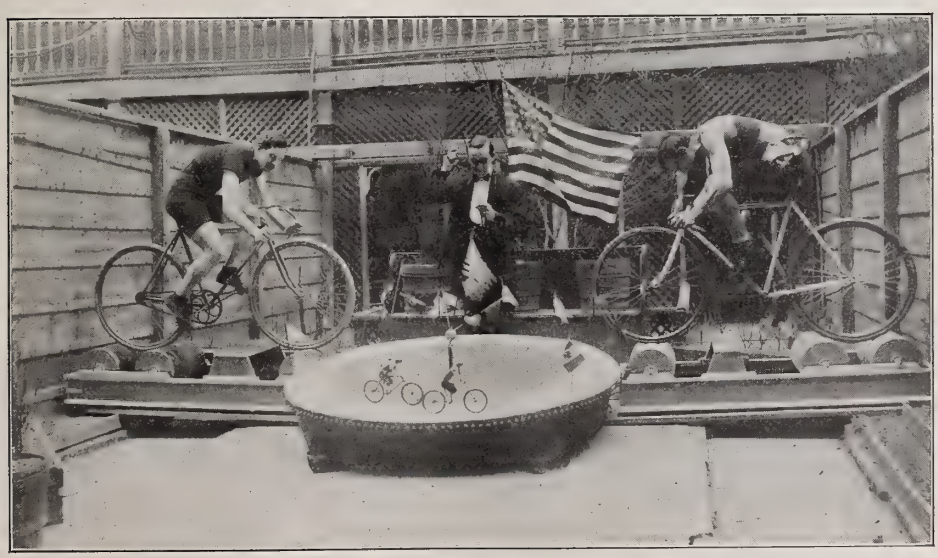
A remarkable phase of the situation at this time was the fact that the other riders did not form combinations to beat "Mac" and Stevens. This can be accounted for in a measure by the fact that Macfarland and Stevens, riding alone in heats, did not always qualify for the finals, thus giving the the other riders an even break in many races. Then again the combination did not always win when they worked together. But probably the best reason why there was no other combinations formed at that time was because there was not a rider in the game who cared to sacrifice his chances for the sake of letting another win—they were all glory riders in those days.

In the summer of 1897 at Manhattan Beach August Martens, the Minneapolis Dutchman, who was then on the Spalding team, pulled Eddie Bald in a half mile handicap and the latter won. This was the first time any riders outside of Macfarland and Stevens engaged in team work. The action of Bald, who was then champion, in accepting help in a race was considered scandalous by Tom Cooper, Earl Kiser, Arthur Gardiner and the other top-notchers then in the game. The following year, however, they were all guilty of team work at various times.

With the introduction of team work in cycle racing the element of strategy came forcibly into play, and many races were won by clever head work. At a New York state circuit meet at Elmira in the spring of 1898 Macfarland qualified for the final of the open, but Stevens was shut out in his heat. Freeman had qualified so "Mac" worked with him in the final. The races were held on the old half mile horse track, which was in very bad shape for bicycle racing. The home stretch had been rolled and was in fairly good condition, but the rest of the track, with the exception of about a foot on the pole close to the fence, which had been worn smooth by the local riders, was little better than a plowed field for cycle racing.

"Mac" and Freeman both got off to a bad start and lay pretty well back in a big field of riders. On entering the home stretch on the first lap Mac started to sprint and got going so quickly that he opened a ten-foot gap on Freeman before the latter realized "Mac" had started the

GIVE CYCLE ROLLER RACERS IN VAUDEVILLE.



The stage name is "The Army and Navy Cycling Wonders," which is a heap more thrilling than plain Jack Higgins (on the right) and George McAdams (on the other hand)—not forgetting George Wyrzy, manager.

dash for home. When Freeman looked up the could hardly discern the fleeting form of the fast disappearing Macfarland, so completely was he enveloped in a cloud of dust.

Instead of jumping and going after Macfarland, Freeman kept on at the same gait and let "Mac" go, figuring that if he (Freeman) was unable to see "Mac" it was a cinch that the riders back of him could not and as long as he held the narrow path he was sure none of the riders could get around and he stood a fair chance of beating them down the stretch and copping second money. He took it easy down the back stretch and started to unwind as he reached the turn. When the bunch swung into the home stretch and spread across the track for the final sprint they were astounded to behold Macfarland just crossing the tape 75 yards away. Freeman battled with the bunch all the way down the stretch and beat them out for second money. This sort of stategy did not meet with loud cheers from the other riders and immediately after the race Bald, Cooper and Gardiner threatened to lick Freeman for letting Macfarland get away.

This race and a few others in which Macfarland sprung his great coup—the three-man combination—drove Kiser, Cooper, Bald and Gardiner off the New York state circuit. They refused to ride and appealed to Mott, chairman of the racing board, to stop Macfarland, Stevens and Freeman from working together. The chairman gave them his ear all right and was present at the next meet, which was held at Washington, to make a personal investigation of what the "big four" had termed an unfair practice. The chairman called the trio that was to be investigated together before the start of the first race and told them to ride exactly as they had been riding all season. They did. In the final of the two-mile handicap Macfarland was on scratch with Ball, Cooper and Kiser, Stevens and Freeman had 20 yards and Kimball, Fisher, "Doc" Brown, Newhouse, Nat Butler, Barney Oldfield, Jimmy Bowler and a dozen other good men were strung out to the 250 yard mark. It was a great field of riders and "Mac" figured that the men on the long marks would go all the way.

Under the conditions he was quick to see a way of making team work look good to Chairman Mott, so he instructed Stevens and Freeman to change pace with him and make it so hot none of the other scratch men would care to come up and take their share of the pace. His object was to make the race fast and catch the limit men regardless of where the trio finished, but to try to win, if possible. When the race started Stevens got off first and went the first lap as hard as he could go.

Freeman and Macfarland were on behind Stevens and Freeman took the second lap. "Mac" took the third lap and made it very hot. When "Mac" swung up, Bald, who was on his wheel, refused to go, so Stevens took another lap. None of the other scratch men would take any pace, which was the very thing Macfarland desired. Macfarland, Stevens and Freeman continued to change pace and caught the limit men a lap and a half from the finish. Instead of slowing down, they tore around the limit men and kept up the heart-breaking pace. It was "Mac's" turn to go on the last lap, and how the old boy did tear! He carried Stevens and Freeman with him and they were never headed, finishing one, two, three.

After the race Chairman Mott went to the training quarters and congratulated the riders whose methods he had come down to investigate. "If that was team work," remarked the chairman, "then I want to see more of it, for that was the finest bicycle race I ever saw." Then he went over and told Cooper, Kiser and Bald that they should have been fined for not taking pace.

The race was very fast and Macfarland's time equalled the world's record.

Leimbach Leads Baltimore Mileage.

Four months of persistent pedaling brought its reward to William Leimbach, of the Century Bicycle Club of Baltimore, Md., when the monthly results of the century mileage contest for April were announced on May 9, for it showed him to be the leader of the competition. Leimbach displaced Charles H. Thoms, who had led the field since the first of the year.

Another important change in the standing of the contestants was the moving up of Fred E. Mommer from thirteenth to sixth place. During April the total mileage reported was 4,976 miles, which sets a new monthly record for the club. Thirteen centuries were ridden by the contestants during the month, tying the best previous record.

For the four months ending April 30 a total mileage of 12,448 was reported, together with 26 centuries, breaking all previous records for a similar period. The present contest is the most spirited and exciting that the club, now entering on its fifth year of existence, has held.

Placed in the order given, the first fifteen men in the mileage competition are as follows: William Leimbach, Charles H. Thoms, August Leimbach, Fred M. Sanborn, F. E. Mommer, Alfred J. Baker, J. Fred Huber, George Peilstecker, Thomas W. Baker, John W. Trost, William Foos, F. S. Plitt, G. A. Miller and Edward Dorschell.

SPEEDY ON THE FLAT FLOOR.



Edward H. Goodwin, of the Irish-American Athletic Club. He was the big flat floor winner in 1910.

Clarke and Kramer Team Match.

Kramer and Clarke are to have a go at each other at the Newark (N. J.) Velodrome on Sunday, 21st inst., in a team match race at one mile heats. Clarke will have Macfarland as his partner, of course, while Kramer will have Willie Fenn. A five mile motor paced race between Wiley and Collins will be the other big feature of the program, the balance of which will consist of three professional and three amateur events. The pro numbers will be a two-third mile handicap, a two mile open and a two mile invitation. For the amateurs there will be half-mile novice, a five mile open and a half mile handicap.

Racers Starting for Salt Lake.

As an advance guard of the Eastern cycle racers who will compete at the Salt Palace track this summer, Peter Drobach and Alfred Halstead left for Salt Lake City, Utah, on Monday, 15th inst. Iver Lawson, Patrick O'Sullivan Hehir, Norman Anderson, Charles Stein and Albert Crebs, who also will leave Newark, N. J., to go to Salt Lake, will make their departure on Monday, 22d inst. Willie Fenn, who was under contract to ride at Salt Lake this summer, has obtained a release, and will remain at Newark.

Afternoons for Providence Track.

Although Providence, R. I., will remain on the Eastern cycle racing circuit, Manager Chapman has been obliged to give up Friday night racing in that city on account of objections made by local citizens, who framed a petition against it. Instead of holding the races on Friday nights, therefore, Chapman will have the racing on Saturday afternoons. The races at Boston will take place on Saturday evenings, as heretofore.

Winnipeg Issuing Cycle Tags.

Bicycle tags for the year are again being issued by Winnipeg, Man. The annual fee is 50 cents and the applicants must produce their machines for inspection and description.

Harley-Davidson Again Triumphant!

2 HARLEY-DAVIDSONS STARTED
2 HARLEY-DAVIDSONS FINISHED
(Of course!)

in the New York Motorcycle Club's Tenth Annual Spring Run, May 7th, to Southampton, Long Island—New York's Biggest Motorcycle Run.

Distance, 210 Miles
Actual Riding Time, 10 Hours
Entries, 73—65 Finished

¶ Joseph Buckingham, Harley-Davidson, the first single cylinder to check at three controls, including the finish.

Both Harley-Davidsons Were Medal Winners

¶ Another demonstration of Harley-Davidsons absolute dependability.

Harley-Davidsons are famous for their winning ways.

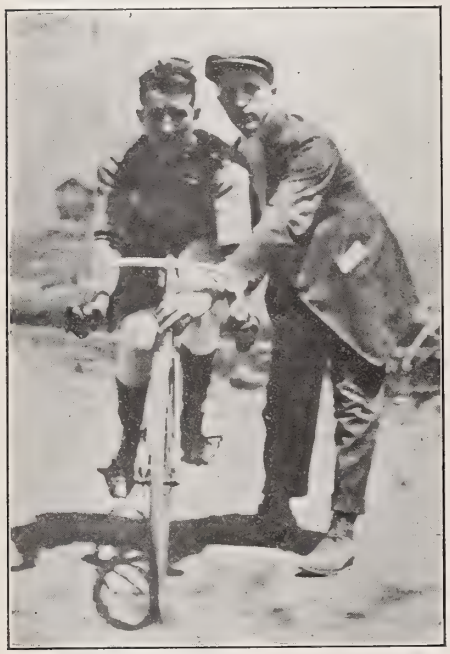
Harley-Davidson Motor Company

191 L Street **Milwaukee, Wis.**

RESULTS OF EMPIRE HANDICAP

Correct Official Score Follows Issuance of Unofficial Announcements—Net Times of Those Who Finished.

Although the 15 mile handicap road race of the Empire City Wheelmen, of Brooklyn, N. Y., was held on the 7th inst., it was not until nearly a week later that the official scores were compiled. Unofficial scores were given out immediately after the race, but these proved erroneous in many instances. The complete official score of the place and time men, as corrected by the officials, is given in tabular form, with handicap and net time, as follows:



S. A. TTYLES, PLACE WINNER

Place Prizes.

	Rider and Club.	Handicap.	Time.
1	S. A. Styles, N. E. W.	4:30	44:48⅕
2	A. E. Rhodes, E. C. W.	4:30	45:07⅖
3	Gus, Wohlrab, C. R. C. A.	1:30	42:49⅖
4	A. Hausenbauer, C.R.C.A.	2:00	43:19⅗
5	John Stofko, E. C. W.	2:00	43:23
6	Wm. Napier, E. C. W.	4:00	45:23⅕
7	J. DeBruyn, A. W.	1:30	42:53⅖
8	Wm. Seegelken, E. C. W.	4:00	45:23⅗
9	M. Schulman, unattached.	4:00	45:27⅕
10	E. W. Hipwell, E. C. W.	4:00	45:46⅕
11	J. Kratjchy, unattached.	4:00	45:53
12	Harry Kaiser, I. J. W.	4:30	46:27⅕
13	Wm. D. Marino, E. C. W.	4:00	46:03⅕
14	T. Cambria, N. H. W.	4:00	46:09⅖
15	Jos. Winget, T. R. C.	6:00	48:09⅗
16	Irving Higgins, A. W.	1:30	43:39⅘
17	F. Fisher, E. C. W.	Scratch	42:10
18	N. Gutoff, unattached.	2:30	44:40⅕
19	H. Napthal, unattached.	2:00	44:10⅖
20	G. Giovanni, U. S. I.	2:30	44:40⅗
21	Henry Blanda, N. H. W.	3:00	45:30⅕
22	H. G. Lilienthal, B.S.A.C.	2:00	44:30⅖
23	Thos. Kennedy, E. C. W.	2:30	45:00⅗
24	E. Schwaner, unattached.	5:00	47:37⅕
25	Jos. Schuster, E. C. W.	Scratch	42:30⅗
26	John Becht, E. C. W.	Scratch	42:37⅗
27	John Struber, E. C. W.	Scratch	43:37⅘
28	A. D. Dawson, C.R.C.A.	1:30	44:07⅗
29	S. Cambria, N. H. W.	3:15	45:52⅘
30	J. Nungat, unattached.	3:30	46:30⅕
31	F. Mehrman, E. C. W.	3:15	46:16⅗
32	J. Alfonse, unattached.	3:30	46:51⅘
33	J. Drexel, C.R.C.of A.	3:30	46:52⅖
34	L. Gatto, N. H. W.	3:30	47:26⅖
35	P. Damiano, E. C. W.	Scratch	43:57
36	H. L. Lind, unattached.	1:00	44:56⅘

Time Prizes.

1	F. Fisher, E. C. W.	Scratch	42:10
2	Jos. Schuster, E. C. W.	Scratch	42:37⅖
3	John Becht, E. C. W.	Scratch	42:37⅗
4	G. Wohlrab, C. R. C. A.	1:30	42:49⅖
5	J. DeBruyn, A. W.	1:30	42:53⅖
6	A. Hausenbauer, C.R.C.A.	2:00	43:19⅗
7	John Stofko, E. C. W.	2:00	43:23
8	John Struber, E. C. W.	Scratch	43:37⅘
9	Irving Higgins, A. W.	1:30	43:39⅘
10	P. Damiano, E. C. W.	Scratch	43:57

Victoria Day Starts the Canadians.

From a bicycle point of view, Canada's national holiday, the 24th of May, better known as Victoria Day, will be the starting gun for the season's campaign. Both the pedal pushers and the motor straddlers will be participating in the first events of the season. The first bicycle meet is scheduled to take place on the night of the 24th at Toronto, while the Toronto Motor Cycle Club intends holding its first point-to-point run on the holiday, London, Ontario, 128 miles away, being the objective point. Two days will be taken for the run.



START OF THE SCRATCH BUNCH IN THE EMPIRE HANDICAP

Connecticut Cities After Thieves.

Immediately upon their discharge from the Hartford (Conn.) county jail after serving time for stealing bicycles, Harry Correri and Angelo Stazerelli were rearrested by New Haven detectives and taken to that city to answer for the alleged theft of bicycles in that city. The prisoners are supposed to be members of a gang of bicycle thieves who operated in the Elm City not long ago.

EASTERN DIVISION ELECTS SEGAL

He Succeeds Berlenbach as Captain—Many Club Runs Around New York City Are Planned.

Sylvain Segal has been elected captain of the Eastern division, Century Road Club Association, New York City, to fill the vacancy caused by the moving out of the former captain, J. P. Berlenbach, from the jurisdiction of the division. In his speech of acceptance, the new captain stated that he would give special attention to the holding of club runs within 30 or 40 miles of New York City. The first run under the new leader has been called for Sunday, 21st inst., and the destination is Hudson Park, on Long Island Sound. The riders will leave Columbus Circle at 9 a. m. For the Memorial Day outing a run to Philadelphia is planned. It will start on the 28th and finish on the 30th. Other runs are scheduled to Paterson, N. J.; Greenwich, Conn.; Long Branch, N. J.; Oyster Bay, L. I., and Huntington, L. I. All cyclists, whether members of a club or not, are invited to participate in these runs. As the runs will start from various points intending entrants can keep informed regarding them by attending the club meetings at 307 W. 54th street, New York, on the second and fourth Friday nights.

Discover a Rich Bicycle Mine.

What proved to be a veritable bicycle mine was discovered in an underground establishment by the police in San Jose, Cal., following the arrest of Nick Bruno, an alleged bicycle thief. The place was filled with bicycles, and it is believed that it was the headquarters of a band of cycle thieves. About $25,000 worth of bicycles per year have been stolen in San Jose.



N·D N·D N·D

RECENT PATENTS.

977,813. Carbureter. Charles A. Marrder, New York, N. Y. Filed May 4, 1909. Serial No. 493,893.

1. In a carbureter for producing explosive mixtures of constant proportions comprising a mixing chamber with air intake, a fuel supply pipe within same issuing the fuel through its open top, a movable nozzle forming an auxiliary storage chamber for the fuel, an adjustable fuel supply regulator within said nozzle, and means outside of the mixing chamber to move said nozzle and fuel supply regulator up and down on the fuel supply pipe whereby both the air and fuel supply may be regulated and stopped by the operator.

978,076. Carbureter. David M. Tilden, Springfield, Mass. Filed Feb. 15, 1910. Serial No. 544,044.

1. A carbureter comprising a casing having openings in the top and two sets of openings in the bottom thereof, a drum forming a receiving chamber and rotatively mounted within said casing, there being openings formed in the top and the bottom of said drum, and there being additional openings formed in the bottom of the drum adapted to register with the openings of the casing, a fuel supply pipe passing through the casing and projecting into the nterior of the drum, a spring controlled fuel valve for controlling the fuel supply pipe, said valve carrying a horizontally disposed disk of considerably greater diameter than the fuel supply pipe, there being a plurality of openings formed through said disk as and for the purposes set forth.

979,032. Shock Absorber for Vehicles. William J. Pierce, Los Angeles, Cal. Filed May 31, 1910. Serial No. 564,075.

1. A shock absorber consisting of a bracket having rearwardly extending forks, and having a seat post adapted to be removably attached to a bicycle frame, said seat post and said bracket being rigid with each other and removable as one piece from the bicycle frame, a saddle bar, means for pivotally supporting said saddle bar on said bracket at one point, and means for resiliently supporting said saddle bar on said bracket on said forks.

979,483. Spring Seat Post. William S. Harley. Milwaukee, Wis. Filed April 30, 1910. Serial No. 558,598.

1. In a vehicle frame having a horizontally disposed bar, an oblique seat mast in union with the frame-bar, a spring controlled sleeve post in telescopic connection with the seat mast, and a seat bar pivotally secured to said frame bar; the combination of a head extending from the sleeve post, a pin carried by the head, a bearing block loosely mounted upon the pin, and a bracket secured to the seat bar having a depending slotted ear, within which slot the bearing block is fitted and adapted to have play.

979,484. Lubricator System. William S. Harley, Milwaukee, Wis. Filed June 14, 1910. Serial No. 566,787.

1. In a lubricator system having an oil reservoir, a filter, and a pump mechanism; the combination of a housing, a rotary plug seated within the housing, the plug and housing constituting valve members, two sets of oil grooves in one of the members, each set consisting of a circular and a semi-circular transverse groove disposed upon different planes and connected by a longitudinal groove, an oil receiving and an oil discharge duct adapted to have alternate communication with the semi-circular grooves of each set, the oil receiving duct of one set being in communication with the the oil reservoir, and the oil discharge duct of the other set being in communication with the oil reservoir, and the oil discharge duct of the other set being in communication with the filter and oil reservoir, and an oil duct in constant communication with each circular groove and pump mechanism.

979,674. Spring Fork for Wheeled Vehicles. Charles R. Kittle and John W. Gates, Los Angeles, Cal.; said Gates assignor to R. K. Holmes, Los Angeles, Cal. Filed March 28, 1910. Serial No. 551,929.

1. An improved front fork for a wheeled vehicle comprising an U-shaped frame mounted upon the axle of the front wheel and extending upwardly and over the wheel; a bifurcated front member; rocking bars mounted upon the axle of the front wheel and pivotally connected to the lower ends of the bifurcated member; spring barrels connected to the legs of the bifurcated member at the rear thereof; plungers within said spring barrels, said plungers having stems extending upwardly to and pivotally connected with the U-shaped frame; coiled springs within said barrels around said plunger stems; removable closures for the lower ends of said spring barrels; and coiled springs between said closures and said plungers.



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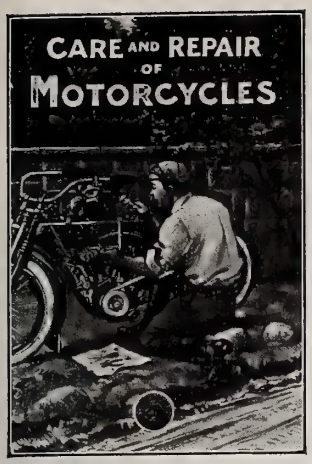
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are now being made in our new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.

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are making new friends every day. If you are not familiar with these tires

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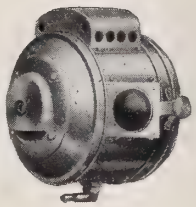
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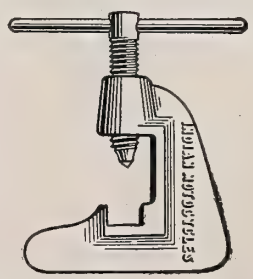
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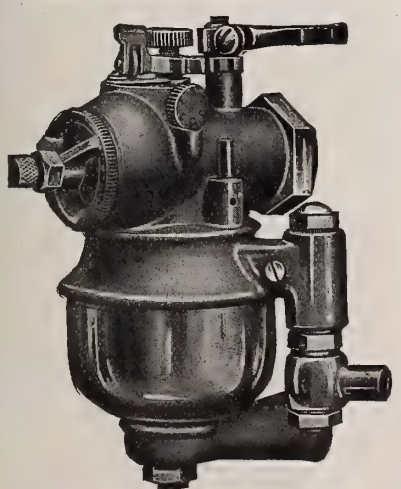
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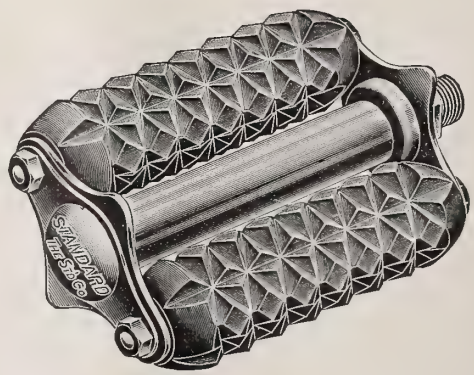
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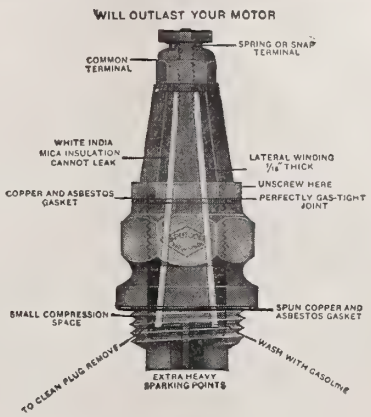
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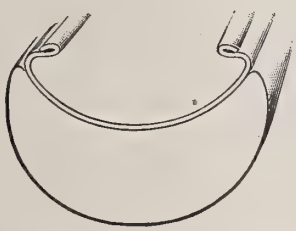
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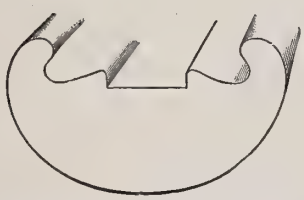
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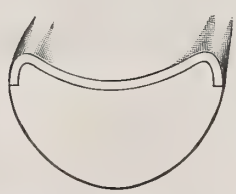
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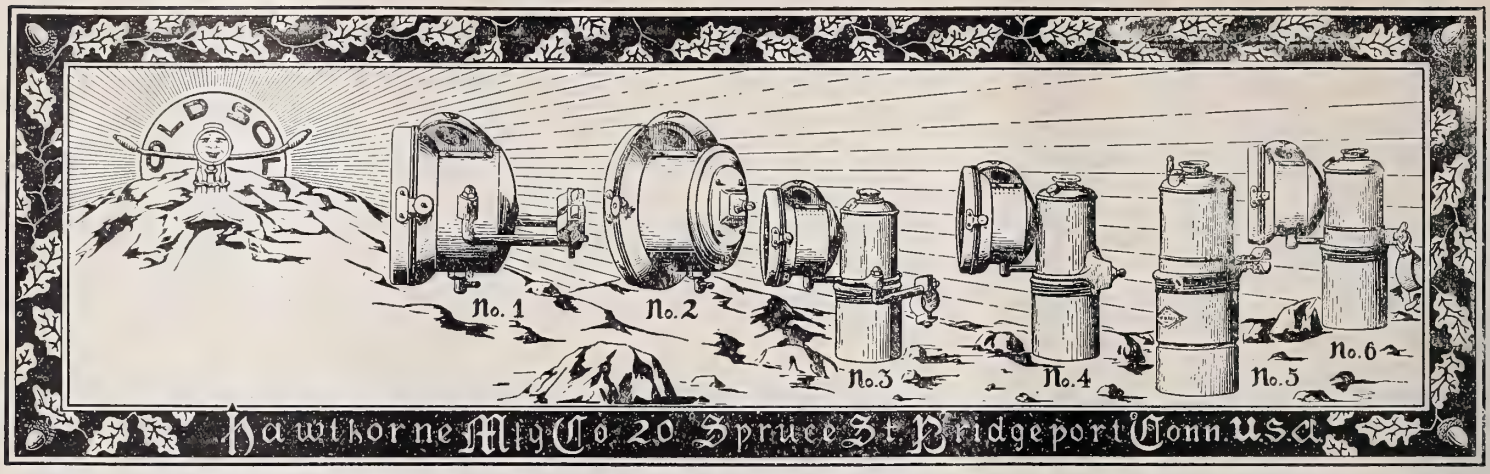
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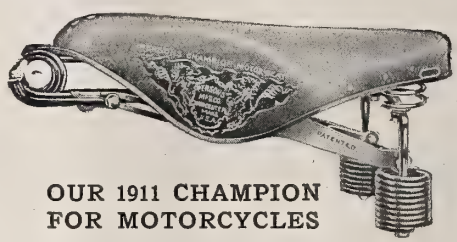
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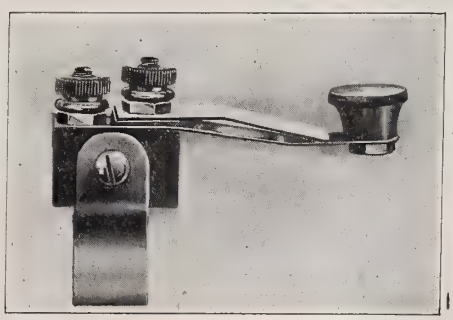
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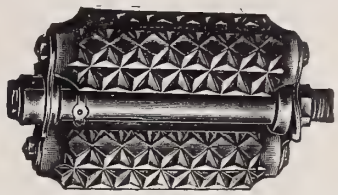
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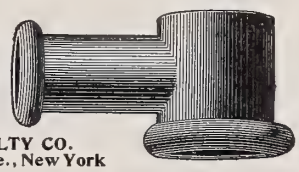
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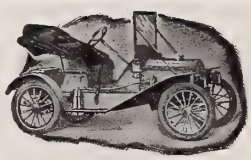
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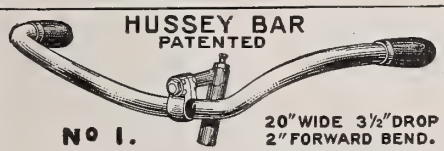
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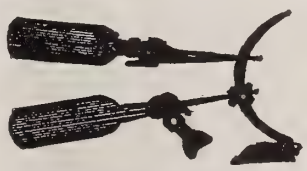
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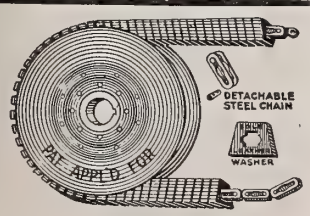
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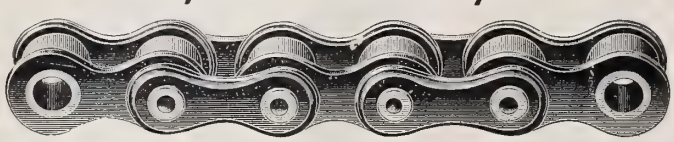
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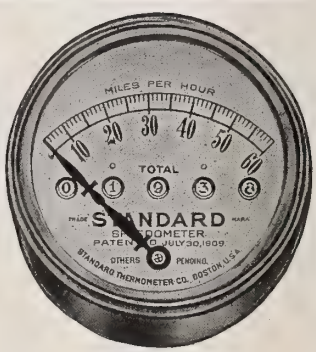
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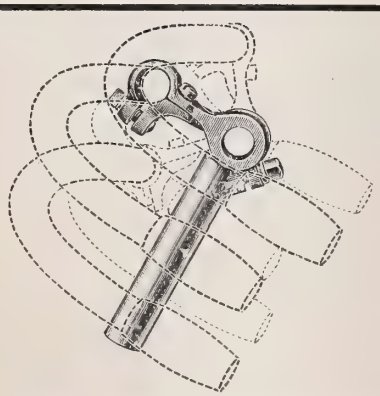
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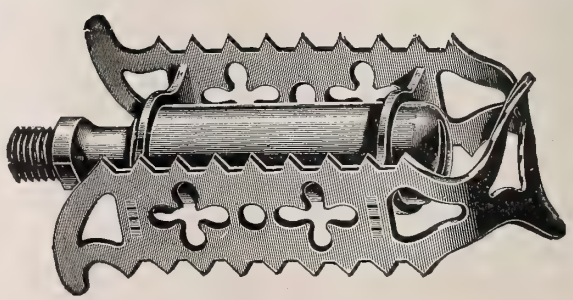
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Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread. .



Kokomo Dotted Tread

A tire that prevents skidding and is safe and reliable on wet, slippery roads and city streets. Of high quality and careful construction. Furnished in road weight or in thick tread.



Kokomo Guaranteed Red Thorn

Made of red rubber, is extra heavy and is built especially for long service.

Are you profiting by what we offer you in Kokomo Tires?

KOKOMO RUBBER CO., Kokomo, Ind., U.S.A.

12,000 Miles

WITH ONE SET OF

WHITNEY

MOTORCYCLE CHAINS



Read the following letter by A. H. Helgeson who has made a remarkable record with one set of "Whitney" Chains on a Minneapolis Motorcycle. These chains have been driven from the Pacific to the Atlantic, from Canada to Mexico, and all over California, through rain, mud, dust, and sand and are still good.

Can any service be more strenuous and severe than this?

What test could show more clearly the true strength and wearing qualities of "Whitney" Chains?



THE WHITNEY MFG. CO., Hartford, Conn.

Dear Sirs:—Yours of February 28th at hand. In regard to old chains, I have now covered over 12,000 miles on one set of your chains and have not even exchanged drive chain for pedal chain. Not one link or roller broken. Have carried tandem lately, which is a strain on chains. Just think of what these chains have gone through! From Los Angeles to New York, beside myself pulling 150 lbs. of extra luggage, and then from Canada to Mexico, and all over California, and still stick together. It sounds impossible, but this being the fact.

I will send old chains by express next week, as I intend to put on a new set. The old chains have done their duty, and then some. I think they are still good for a few thousand miles.

Put me down as a booster for "Whitney" Chains, as I will have no other.

Respectfully yours,

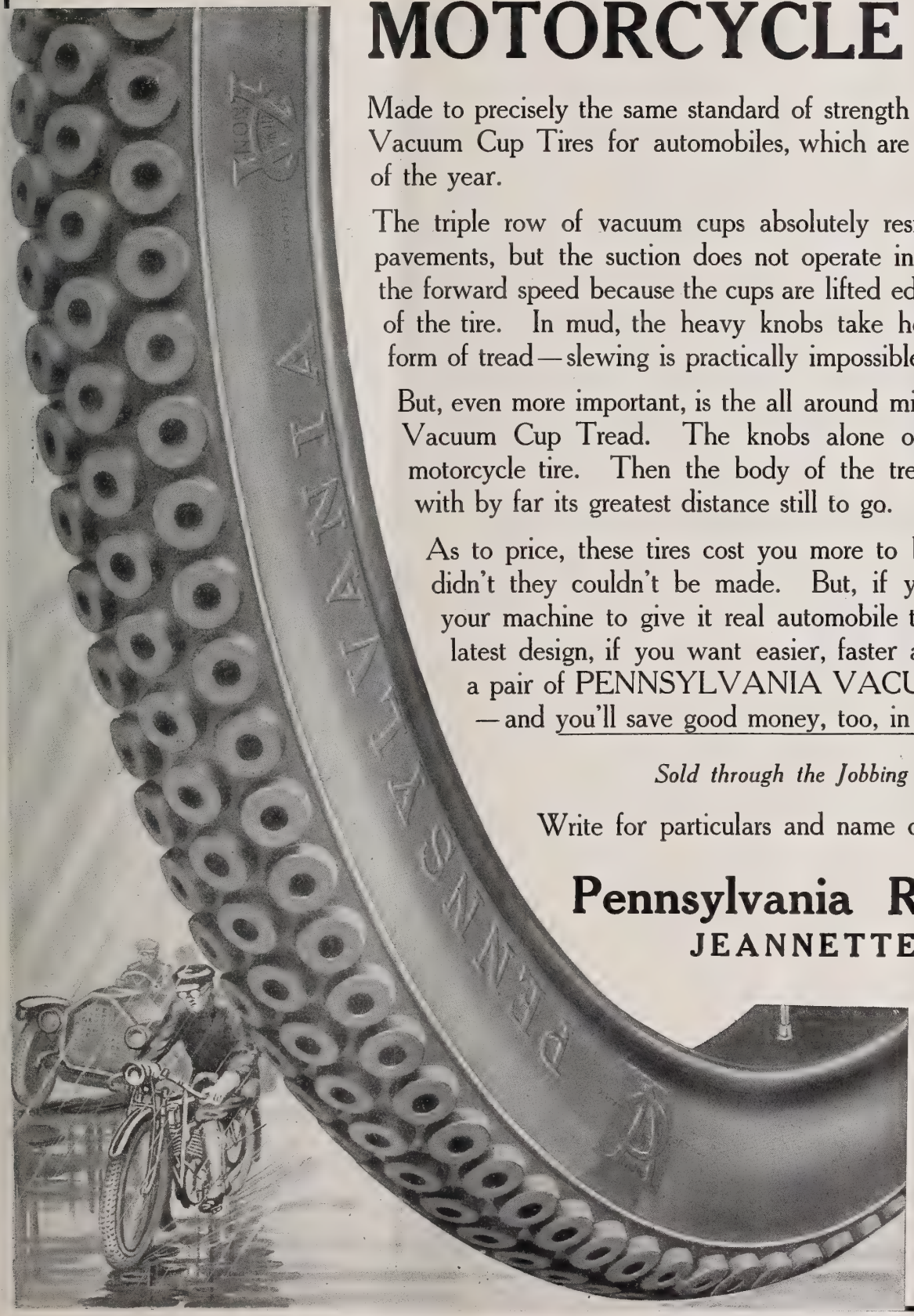
733 Ottawa St., Los Angeles, Cal. A. H. HELGESON.

"Whitney" Chains are made by specialists, in a factory especially equipped for the making, with years of experience to back them; made from material chosen for quality regardless of cost.

THE WHITNEY MFG. COMPANY, Hartford, Conn.

Set a New Pace in Motorcycle Tire Service

Pennsylvania Vacuum Cup MOTORCYCLE TIRES



Made to precisely the same standard of strength and efficiency as our Vacuum Cup Tires for automobiles, which are the service sensation of the year.

The triple row of vacuum cups absolutely resists skidding on wet pavements, but the suction does not operate in the slightest against the forward speed because the cups are lifted edgewise by the rolling of the tire. In mud, the heavy knobs take hold as can no other form of tread—slewing is practically impossible.

But, even more important, is the all around mileage capacity of the Vacuum Cup Tread. The knobs alone outwear the ordinary motorcycle tire. Then the body of the tread goes into service with by far its greatest distance still to go.

As to price, these tires cost you more to buy. Yes. If they didn't they couldn't be made. But, if you think enough of your machine to give it real automobile tire equipment of the latest design, if you want easier, faster and safer going, buy a pair of PENNSYLVANIA VACUUM CUP TIRES —and you'll save good money, too, in the long run.

Sold through the Jobbing Trade.

Write for particulars and name of nearest distributor.

Pennsylvania Rubber Co.
JEANNETTE, PA.

BRANCHES:

1741 Broadway
New York City

1241 Michigan Avenue
Chicago, Ill.

505 Liberty Avenue
Pittsburgh, Pa.

882 Woodward Avenue
Detroit, Mich.

512-14 Mission Street
San Francisco, Cal.

930 S. Main Street
Los Angeles, Cal.

67 S. 10th Street
Minneapolis, Minn.

You want tires that will increase the joy of a pleasure spin—

Or take you through on time on a business trip.
Tires that absorb the shocks of the road and make riding truly delightful.
That are tough enough to resist punctures to an unusual degree.
That are reliable—in short, TIRE SATISFACTION. Then equip your machine with

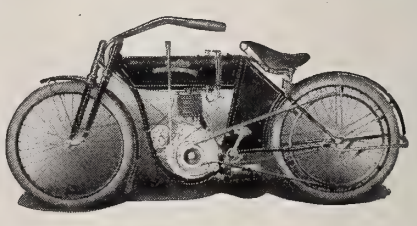
Diamond
Motorcycle Tires

Built on the idea that the motorcycle is a small high-powered automobile. Their service is just as good as Diamond automobile tires.

When you use Diamond motorcycle tires you get the help in all tire matters of our own trained men in 54 cities. For any information address,

THE DIAMOND RUBBER COMPANY, Akron, Ohio
or the Diamond Service Station nearest to you.

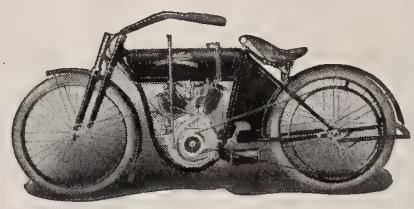
If you ride or handle the Emblem, you are behind the Emblem and the Emblem is behind you. If you don't, you are pretty sure to be behind the Emblem, but in a different and unpleasant sense. Why not be "Emblematic"? We're friendly.



EMBLEM MANUFACTURING CO.
Angola, Erie County, N. Y.

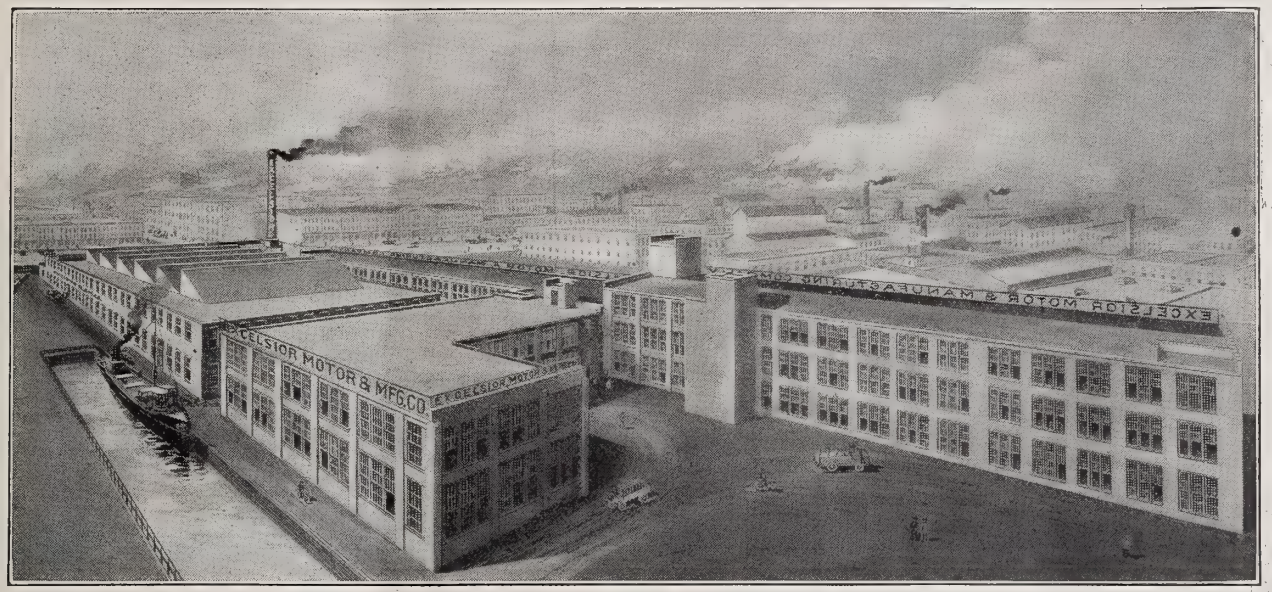
DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

EMBLEM



The Factory Behind the Product

A strong plant is never grown in barren soil and the quality of any product is dependent upon the facilities for its manufacture.



The factory producing the

EXCELSIOR AUTO-CYCLE

is beyond question the most thoroughly equipped and complete motorcycle factory in the world.

With the buildings just finished, the total floor space is slightly over 190,000 square feet and the machinery and equipment is the best obtainable.

A comparison of these facilities with those of factories with a limited product or building only a part of the machine will clearly indicate one of the reasons for

EXCELSIOR SUPERIORITY

Three models for 1911—two Singles and a Twin. All described in Catalog C-11. Write for it today.

EXCELSIOR SUPPLY COMPANY

400 W. Randolph Street CHICAGO, ILLINOIS

San Francisco Branch—361-363 Golden Gate Ave.
Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.

BROOKS BE'S

Be critical—pick up a BROOKS and go all over it, examine its minutest part—then do likewise with another saddle, and —make comparisons.

Such a test will prove the absolute superiority of the

BROOKS—

the original and only genuine compound-spring saddle—

and convince you of the wisdom of making that saddle your standard fitment.

Sole Agents for Cycle Saddles—
BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E. C.

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENG.
W. H. W.



The BROOKS B104P Compound Spring Saddle.

Continental-Erie
Motorcycle Tires

are making new friends every day. If you are not familiar with these tires

Ask Your Jobber-He Knows

Continental-Erie
Motorcycle Grips



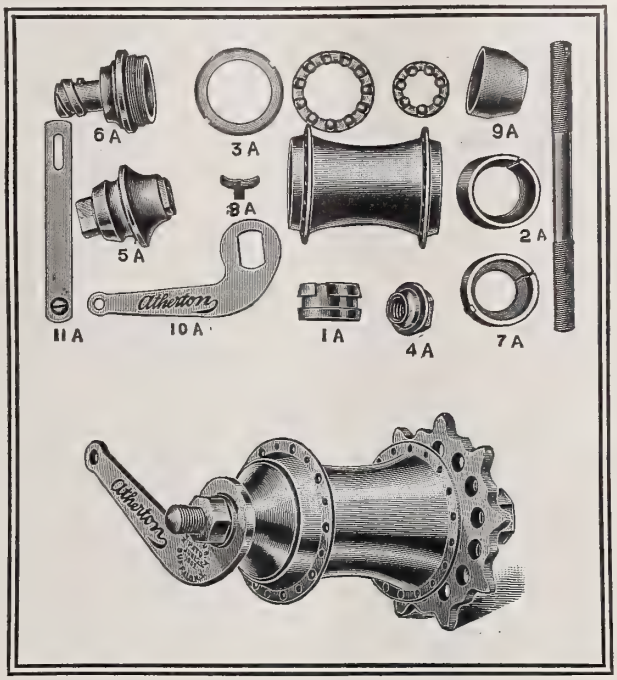
An improved grip reinforced by several layers of fabric which prevent the grip from breaking off at the bar. By far the best constructed grip on the market.



Continental Rubber Works
ERIE, PA.

New York Branch—35 Murray Street

Greater Development and More Simplicity



mark another advance in coaster brake construction, as exemplified in the

CONCAVE ATHERTON

More efficiency, with longer life, appeals to everyone, and this is the brake that can show both cause and effect so far as these qualities are concerned.

IT AFFORDS { **Perfect Braking—Absolutely Free Coasting**
Genuine Satisfaction and a Desire to Live Longer

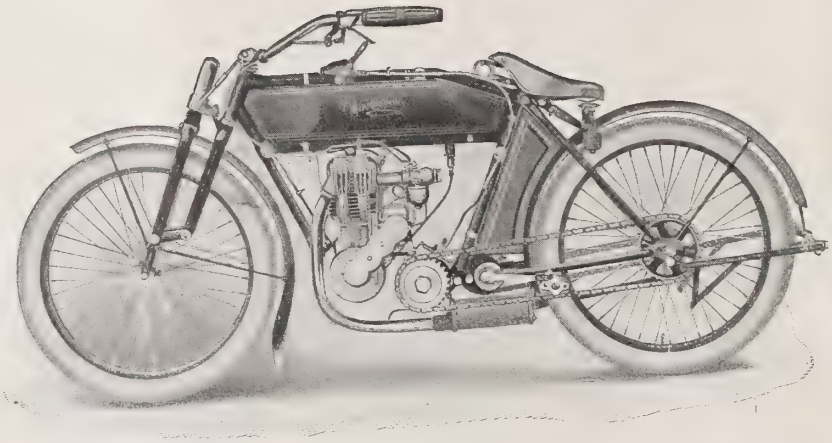
Get the Up-to-Date Coaster Brake While You Are About It

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors
48 Warren Street, NEW YORK
Licensed Coaster Brake Manufacturers

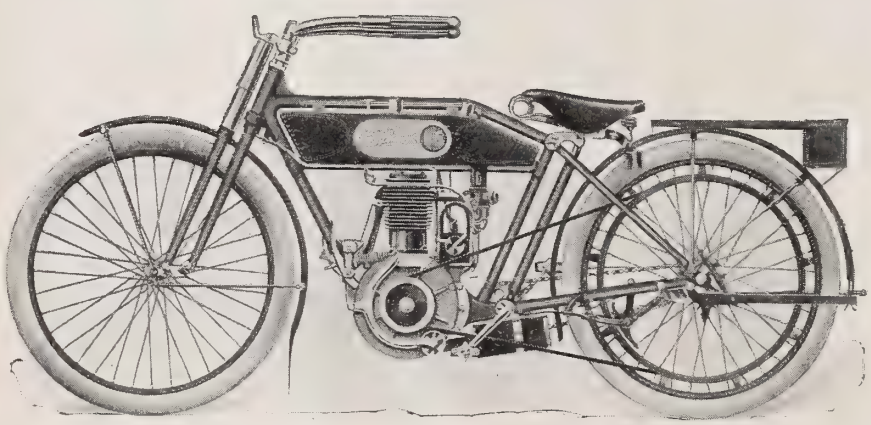
Minneapolis "Big Five"

Model "N"



Free Engine Clutch
Two Speed Gear
Unit Power Plant
Full 5 Horsepower
Only One Drive Chain
Large Sprockets
Enclosed Drive Gears
Hess-Bright Bearings
Clutch Runs in Oil
Low Saddle Position
Perfect Spring Fork
Prompt Deliveries

MINNEAPOLIS MOTORCYCLE COMPANY
517 South 7th Street **Minneapolis, Minn.**



THE NEW R-S
Has Come Into Its Own

The First Public Test of The 1911 Reading Standard

was in the New York Motorcycle Club Double Century Run, May 7.

Four New 1911 Reading Standards started; all finished with perfect scores. No trouble, no delay, no worry. The comfort, convenience and safety of the Double Brake System, Adjustable Foot Rests, Shock Absorbing Seat Post, and above all the remarkable efficiency of the R-S Ball Bearing Motor was conclusively demonstrated, not only to the riders, but to nearly one hundred (100) contestants who watched the performance of this machine with great interest. The first 50 miles became a road race and the New R-S proved its speed as well as reliability, two of them being the first singles to reach Patchogue, beaten only by three big twins, two of which started several minutes ahead of the R-S.

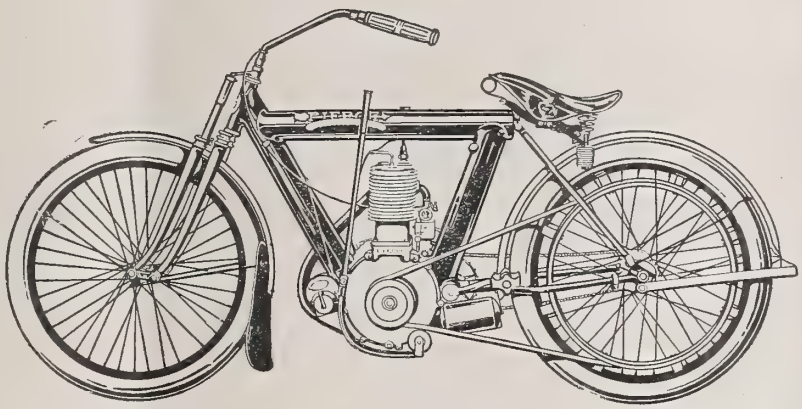
A Word to Live Dealers—The New R-S has more visible and prominent selling points than any other motorcycle now on the market, and above all there is quality in design, workmanship and material that has ever before been reached on motorcycle construction. We have some valuable territory open. Write for catalogue and terms.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

The Latest Trade Tip

AGENTS' EXPERIMENTS PROVE COSTLY

Single and Four Cylinder Models



Pierce Products Always Surpass Competition

Most Likely You're in Wrong

The season has advanced far enough to convince a host of dealers that they are handling the wrong line. They have found that all motorcycles aren't what they are cracked up to be. Every few days some dealer writes us to this effect:

> "I have been handling Pierce and ——— motorcycles, but because of the remarkable satisfaction I have had with the Pierce and the troubles experienced with the others, I shall hereafter confine my efforts solely to your line."

Don't Wait Till Too Late

Write us immediately and secure the Pierce agency. It is bound to prove satisfactory and profitable. Correspondence solicited. Ask for catalog "A."

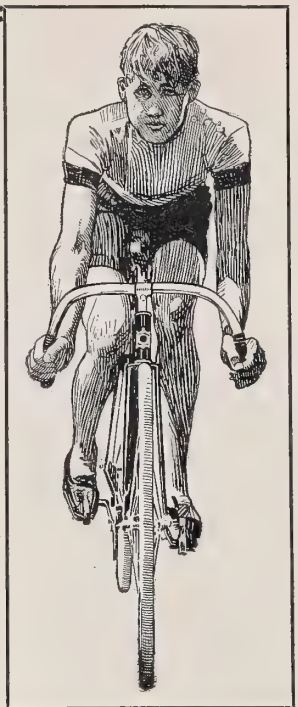
PIERCE BICYCLES

Better than ever. Sold everywhere. Catalog and agency terms on request. Ask for catalog "B."

THE PIERCE CYCLE COMPANY, Buffalo, N.Y.

Pacific Coast Branch—Oakland, Cal.

POPE
Racing Bicycles



Used By America's Best Racing Men

COLUMBIA, TRIBUNE AND RAMBLER RACERS

Pope racers are made in three styles, Columbias, Tribunes, and Ramblers, each retaining the distinctive features of its respective line, but containing in addition, special features, suggested by some of America's best racing men. They are real racing machines —not converted roadsters.

What a Prominent Race Promoter Writes.

J. M. Chapman, probably the leading race promoter in this country, writes :

> "In the Six-Day Bicycle Race promoted by me in the Boston Arena, October 31st-November 6th, some of my riders changed from bicycles they had been riding to the COLUMBIA, choosing this machine because of its stiffness and less likelihood to break on the steeply banked turns. COLUMBIAS are indeed very popular racing machines and are much in evidence in races. Good Bicycles are very necessary for good riding."

The same qualities which have made Pope Bicycles pre-eminent as racers are responsible for their success in general use.

The Pope Manufacturing Co.
HARTFORD, CONN.

FISK
BICYCLE TIRES

The Best by Actual Test

LAST year 50 per cent. of the high-priced wheels manufactured were equipped with Fisk Tires.

THIS year 75 per cent. of the medium and high-priced wheels will be sent out with Fisk Tires.

THIS shows how Fisk Bicycle Tires have steadily gained in popular approval. Experienced wheelmen are now demanding them and the manufacturers of Iver Johnson, Pope, Pierce, Yale, Emblem and Snell wheels are using only Fisk Tires as standard equipment.

DEALERS will find a ready-made demand for new Fisk Equipment and replacements. Write for catalog and trade prices.

THE FISK RUBBER COMPANY
Department E **CHICOPEE FALLS, MASS.**
Direct Factory Branches in Thirty Cities

GOODYEAR

5 Types of Long-Service Motorcycle Tires

For 1911 we have produced the greatest tire of motorcycle tires ever placed on the market.

The line is also the largest—five separate, distinct types of tires—one for every road condition.

With the launching of this splendid line we have also set in motion a mighty business-producing campaign for mutual benefit of dealers and the Goodyear Company. Extensive advertising, telling riders of the amazing merit of the Goodyear line, is already piling up the sales. In addition, our sales promotion campaign is accomplishing tremendous things.

This line is a large trade-winner, for the fact that it is a fast seller is due to plain merit and a wide range of choice.

For each type of Goodyear Motorcycle Tire is the longest-wearing tire of its kind in the world. So it produces mileage at least cost to the rider—at a more reasonable price than any other tire in the world. And the Goodyear costs no more than commonplace tires in the beginning—in the end its cost is far below any other tire, for it lasts longer.



The Goodyear Corrugated Tread Tire is for the rider who uses his motorcycle chiefly for pleasure-riding.

The Goodyear Studded Tread Tire is for the all-the-year-'round motorcycle that must combat muddy roads. It is a wonderful non-skid tire and in addition is self-cleaning, owing to the improved construction of studs.

The Goodyear Non-Skid Tire—the tread forming a perfect vacuum with the street—absolutely prevents side-slipping and skidding because of the power of the force of suction. This tire is used on all machines of the Chicago Police Department's Motorcycle Squad.

Our two types of Blue Streak Racing Tires are for dirt tracks and the saucer—combination and plain treads, respectively.

Our extensive advertising, our sales promotion campaign and the sterling worth of every type of Goodyear Tires is making this splendid line a highly profitable proposition for dealers and agencies. For trade quotations please write us at once. Address

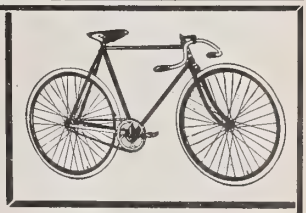
THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, AKRON, OHIO

Branches and Agencies in 103 Principal Cities

[229]



In Order to Assist Pennsylvania Bicycle Dealers in Quick Delivery



We Arranged with

Mr. Keyser Fry, 616 N. 8th St., Reading, Pa.

To Distribute the Famous

YALE AND SNELL BICYCLES

in that territory. He has at all times a large stock in his Reading Warerooms and ships all orders promptly. Write or 'phone him today. It will pay you.

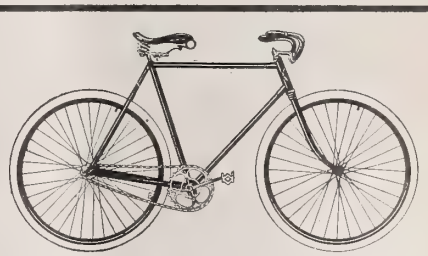


The Consolidated Mfg. Co.

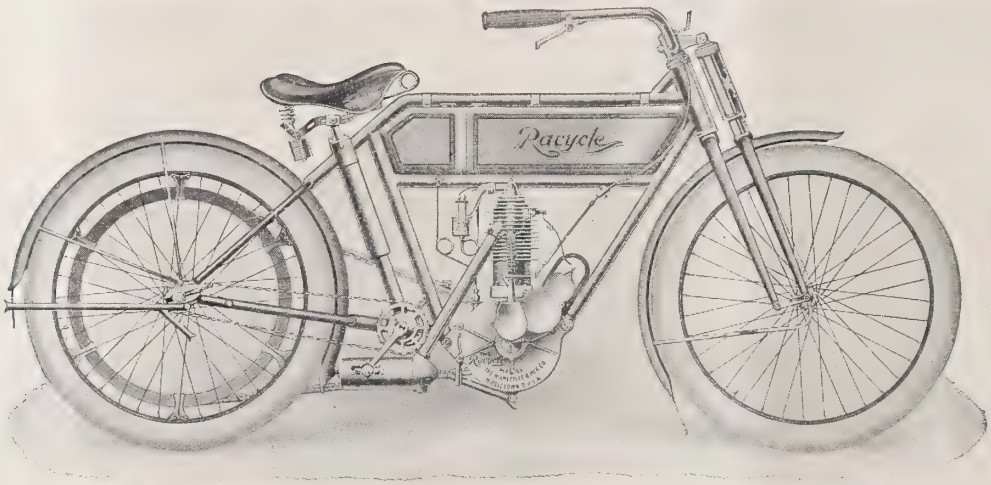
1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH, Eastern Representative,
219 Clinton Ave., Newark, N. J.

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



Quality Means Economy—"Racycle" Means Both



It's Not What We Say
It's What the Machine Does that Proves

Free Engine Clutch or Idler

THE *Racycle*

Spring Seat Post and Forks

A Great, Big Winner

Read what C. A. Fenn, of Bloomington, Ill., says:

"What I think of the Racycle Motorcycle can all be summed up in very few words. You are one or two years ahead of the rest of them and you have them beat to a stand still. The Racycle Clutch, Spring Saddle Post, and Control simply make the average prospective customer forget that there is anything else made that is called a Motorcycle."

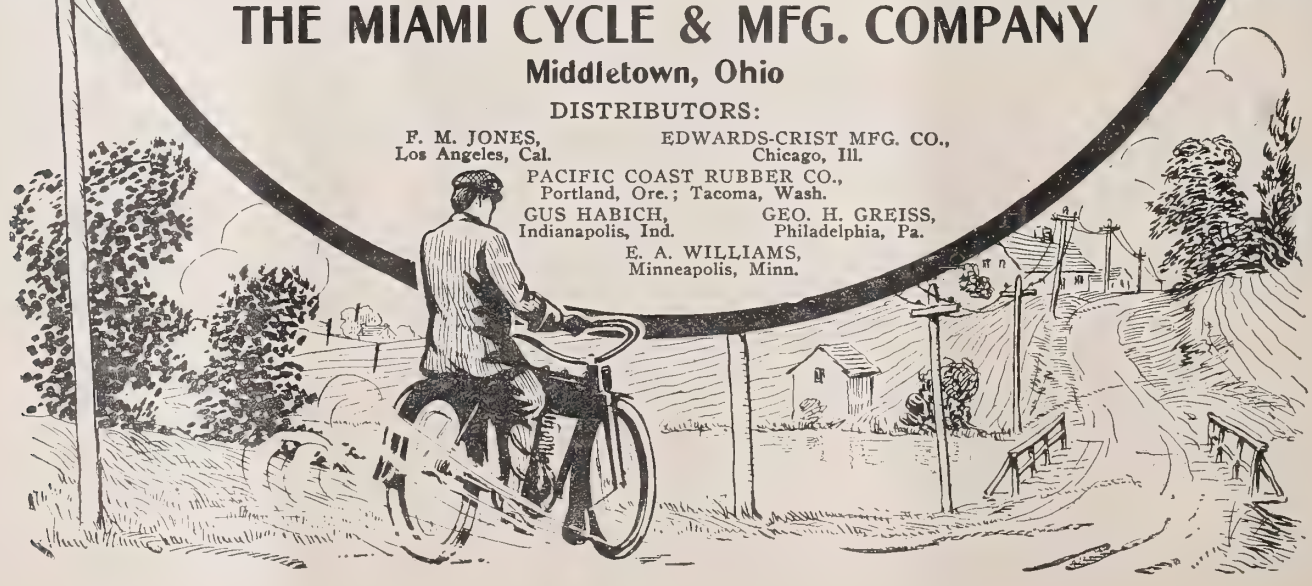
If you know anyone who rides a RACYCLE we refer you to him.

THE MIAMI CYCLE & MFG. COMPANY

Middletown, Ohio

DISTRIBUTORS:

F. M. JONES, Los Angeles, Cal.
EDWARDS-CRIST MFG. CO., Chicago, Ill.
PACIFIC COAST RUBBER CO., Portland, Ore.; Tacoma, Wash.
GUS HABICH, Indianapolis, Ind.
GEO. H. GREISS, Philadelphia, Pa.
E. A. WILLIAMS, Minneapolis, Minn.



THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, May 27, 1911. No. 10

LIST PROVES ENORMOUS DEMAND

One Motorcycle Concern Already Has Names of 100,000 Prospective Buyers —More Added Daily.

As one of the first questions confronting the thinker on motorcycle trade matters, the query as to how many people there are who may be considered possible motorcycle customers at the present time, is engaging considerable attention, and the facts and figures that are being elicited from various sources in the search for information are proving amazing even to those who have been foremost in optimism. Without any definite data, it is possible for almost anyone to predict with safety that hundreds of thousands of motorcycles will be sold in the United States within the next few years, but broad general guesses are less valuable to manufacturers in aiding them to estimate probable demand than specific figures, a fact which lends importance to the information vouchsafed by the president of one motorcycle company that his concern has the names of no less than 100,000 prospective customers who are known to be in the market for motorcycles at the present time, and who sooner or later will become actual purchasers.

Not all of these 100,000 prospective customers are in a position to buy new machines, as many of them are limited, in in purchasing power and in interest, to second-hand motorcycles, but the names already obtained are being added to daily at a rate that will soon make the list nearer 200,000 than 100,000. The list includes names obtained directly from agents, names of friends sent in by customers who already are motorcyclists, and names of inquirers answering advertisements and expressing their intention of buying.

Minneapolis Gets a Stewart Branch.

The Stewart & Clark Mfg. Co., of Chicago, Ill., making the Stewart speed indicator, has opened a branch office in Minneapolis, to take care of the growing business in the Northwest. It will be in charge of Alfred H. Champlin. Three new men have been added to the Stewart traveling force: Thomas J. Snelling will cover Iowa and Minnesota; J. B. Suess will travel Illinois and Wisconsin, and J. J. Hildebrecht in Pennsylvania and New Jersey.

Fisk Opens in Sacramento.

The Fisk Rubber Co., of Chicopee Falls, Mass., has opened a branch in Sacramento, Cal., making the 30th direct factory branch now operated by the company in different parts of the country. The new branch is located at 1310-1312 K street, and like all the other Fisk branches, is equipped with a repair department. It gives direct factory service on Fisk tires not only to agencies, but to the retail trade.

Githens Leaves G & J to Join Dowse.

Herbert A. Githens, manager of the motorcycle and bicycle sales department of the G & J Tire Co., Indianapolis, Ind., has resigned to become associated with his former chief, Byron C. Dowse, in the newly organized Federal Rubber Mfg. Co., of Milwaukee, Wis. His wide knowledge of the trade will be an asset in the sales organization of the new company.

New Dealers Start in Modesto.

Medlecott & Johnson have opened a motorcycle and bicycle store in Modesto, Cal., at 903 H street. They hail from San Francisco, where they gained considerable experience in the motorcycle business.

RELIANCE WISHES TO CONTINUE

Bandlers Make a Proposition to the Creditors—Would Waive Their Own Claims if Accepted.

Creditors of the Reliance Motorcycle Co., of Owego, N. Y., which recently closed its factory following the discovery that certain defects exist in the engine and oiling system of the 1911 model, were called upon, at a meeting in New York City on the 26th inst., to consider giving the company the opportunity of continuing in business and going ahead for the season of 1912, rather than to close it out at forced sale, where the present liquidation of the assets would bring little, if anything. The creditors are asked to accept 1912 notes of the company for their claims, the first of the series of notes to be payable June 1 of next year.

Since November, 1910, the Bandlers and their friends have put into the company over $40,000. This claim they will waive if the other creditors will permit the company to continue. They propose to advance sufficient money to carry through the manufacture and marketing of a season's output for 1912, and, according to their plan, they will repay to themselves only the money that they advance from now on, after which the net proceeds resulting from the sale of the 1912 machines will be distributed pro rata among the other creditors. Thereafter the plant is to be sold for the best advantage of the creditors, unless the Bandlers decide to continue in the motorcycle business, in which event any balance due creditors is to be satisfactorily arranged for in order that they may continue.

The assets at the present time are given as amounting to $55,621.86, while the lia-

bilities, including the Bandler claims of $40,000, come to a total of $74,327.46. The assets are listed as follows: Real estate and buildings, subject to first mortgage held by bank (including $2,144.19 repairs made since November 1, 1910), $13,319.03; office and shop fixtures, $880.50; unearned insurance premium, $150; second-hand motorcycles, $500; machinery, tools and equipment (subject to mortgage of $1,719.74), $17,719.95; material and labor that can be used in connection with the production of a new model, $23,052.37; yielding a total of $55,621.86. The liabilities are given as follows: Bills payable (includes $1,719.74 secured by liens on machinery), $13,431.27; accounts and open accounts, $11,483.85; Tioga National Bank (mortgage of $5,000 on real estate), $6,000; Messrs. Bandler, $40,825; deposits of others, $1,191.20; wages, $1,396.14; a total of $74,327.46. If the business is permitted by the creditors to continue, the Bandlers waive their claims in favor of the other creditors, and this deduction of $40,825 would leave the total of liabilities as $33,502.46.

Harris on a Coronation Mission.

D. P. Harris, head of the D. P. Harris Hardware Co., New York City, manufacturers' agents and distributors to the trade, sails on the Lusitania on the 31st inst. with Homer P. Snyder, of Little Falls, N. Y., for a combined business and pleasure trip of about two months. They will go direct to Paris, and later to St. Petersburg, returning to England by way of Germany, in time for the coronation of King George V. At the coronation Harris has a good chance of being right up in the front row. He has been commissioned as a special representative of an Episcopal church in Nova Scotia, in which he takes an active interest, to convey to King George the church's thanks for a gold Bible, which the King, as the official head of the Anglican church, recently presented to the Nova Scotians on the occasion of the celebration of their 300th church anniversary. After the coronation Harris will return by way of Nova Scotia, where he spends a good part of his summers. He will be back in time for the big cycle and motorcycle trade meeting in Atlantic City, N. J., where other members of the trade will have a chance "to shake the hand that shook the hand" of King George.

Detch Believes in Fire Insurance.

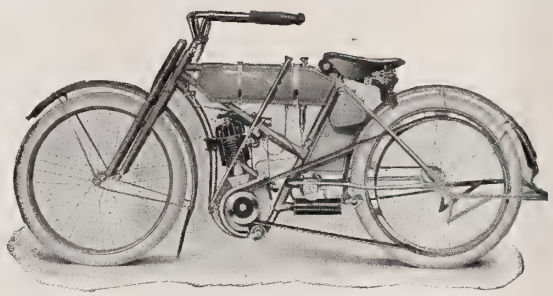
George C. Detch, of Indianapolis, Ind., who sustained a loss of about $135 recently in a fire that visited the building in which his cycle establishment is located, is somewhat annoyed at the insurance bureau reporter who, in recording the loss, added the words "no insurance." Detch says: "Any man that does not carry insurance on his store should be classed with the third-raters—the lowest type of business man, and I hope that I am not of that type. It happens that we were carrying about $6,700 insurance."

FLAT BELT ON A WAGNER MODEL

Offered as an Option in the Transmission, Instead of V Belt—Idler Has Spring Tension.

Affording a choice between V belt and flat belt transmission a new model Wagner motorcycle, with flat belt drive, is now being offered by the Wagner Motorcycle Co., of St. Paul, Minn. In its general features, aside from the transmission, the new model is much the same as the 4 horsepower Wagner with V belt, and the price is the same.

For the tensioning of the belt a hand operated spring tension idler is used, and ball-bearing idler pulley. A one-piece steel



WAGNER FLAT BELT MODEL.

crowned belt pulley is used on the rear wheel, both the engine pulley and the rear pulley being leather-lagged. The belt is 1¼ inches wide, heavy double ply, waterproofed, cemented and stitched. The new model, which is ready for delivery, has the standard Wagner diamond loop frame and twin shock absorbing fork. The engine is 3¼ bore and 3⅛ stroke. The wheel base is 55 inches. The machines are finished only in French gray.

Gauge Equipment on Gas Tank.

Indicating the amount of acetylene gas remaining in the tank, pressure gauges are being attached to the latest models of



Prest-O-Lite motorcycle tanks by the Prest-O-Lite Co., of Indianapolis, Ind. The gauge is fitted to the end of the tank, as shown in the accompanying illustration. This marked improvement puts the motorcycle tank on an equal footing with the automobile type of Prest-O-Lite, so far as equipment is concerned, and eliminates the chance of the user finding himself out of illuminating gas miles from home because of being unable to tell how much gas remains in the tank. An interesting booklet showing the best manner of attaching the Prest-O-Lite tank to various makes of motorcycles and illustrated with half-tone pictures of different makes with the tank attached, is being sent free to motorcyclists.

Trenton Has a New Motorcycle Agency.

In Trenton, N. J., a new motorcycle agency has been opened, known as the Motor Shop. Its proprietors are J. E. Allen and O. L. Holmes. Allen is a mechanic of ability, being chief electrician of the Trenton Iron Co., while Holmes has traveled extensively for the same firm as an erecting engineer. Both are enthusiastic motorcyclists, and Holmes is the organizer of a local motorcycle club. The new concern will handle the Thor line.

Fry Distributes Snell and Yale.

Quick delivery of Yale and Snell bicycles to Pennsylvania bicycle dealers is to be expedited by a new arrangement that the Consolidated Mfg. Co., of Toledo, O., the maker of these brands, has put into effect. The company has arranged that Keyser Fry, 616 North Eighth street, Reading, Pa., an established cycle jobber, shall distribute both Yale and Snell bicycles in his territory.

Takes Excelsior in Louisville.

A change in the Excelsior motorcycle agency has taken place in Louisville, Ky. The agency formerly was held by Ray Bros., of 308 West Jefferson street, but has been obtained by the Wolke Cycle Co., of 635 East Broadway, which already had the Emblem agency.

Toledo Equipment Is Bankrupt.

A petition in bankruptcy has been filed by the Toledo Equipment Co., 318½ Superior street, Toledo, O., a concern dealing in bicycles, automobile accessories and phonographs. The liabilities of the company are placed at $10,650.32 and assets $5,753.62.

Huter Acquires Dallas R-S Agency.

George Huter, of Dallas, Tex., has taken over the agency for the R-S motorcycle. Huter is well known among the motorcyclists of the state, being president of the Lone Star Motorcycle Club of Dallas, and official F. A. M. referee for the state of Texas.

Franklin Cycle Intends to Build.

The Franklin Cycle & Supply Co., of Columbus, O., the Central Ohio agent for Excelsior and Thor motorcycles, will erect a two-story building for its business. The structure will be at the corner of Fourth and Gay streets.

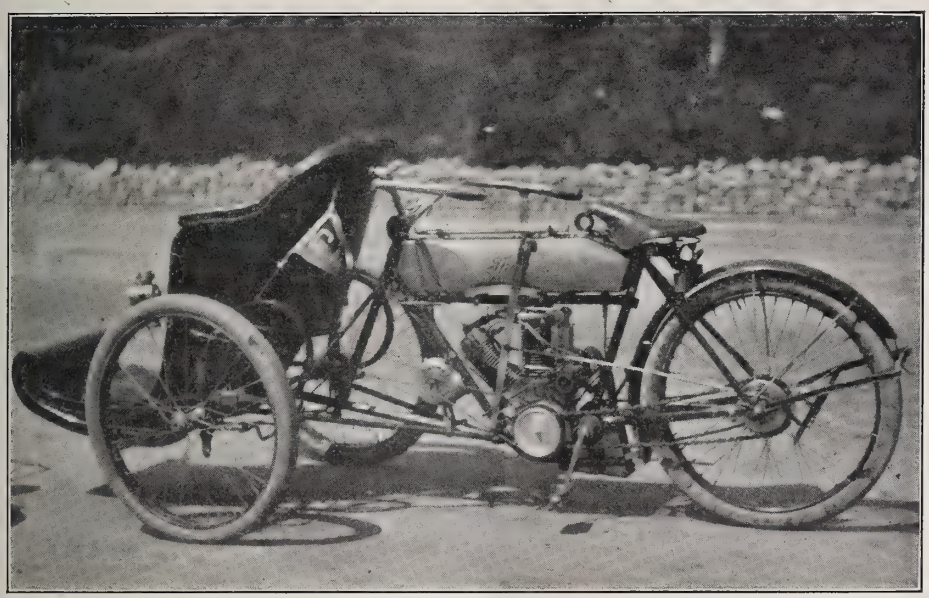
Loomis & Blair Incorporates.

The Loomis & Blair Motorcycle Co. has been incorporated in Los Angeles, Cal. The company begins with $10,000 capital stock, of which $1,010 has been subscribed.

HAIR BLOWER COOLS THE ENGINE

Overheating Difficulties Banished in Novel and Ingenious Way—Tri-Car with Unusual Fittings.

Overheating of the engine always has been one of the most serious problems involved in the use of tri-cars, not only because of the heavy load carried, but chiefly on account of the fact that the arrangement of the front seat blankets or prevents the flow of cooling air against the outside of the cylinders. In attempting to remedy this drawback designers have fitted cooling fans, but these proved only partially successful. In automobile practice blower cooling has been tried on air cooled engines with success, but the first instance of its application to a motorcycle is of but recent birth.



TRI-CAR EQUIPPED WITH BLOWER COOLING SYSTEM

In seeking to overcome the overheating of his tri-car engine, Maurice T. Sullivan, of New York City, a pioneer rider, recently conceived the idea of applying a blower fan to his machine and immediately decided to reduce his theory to practice. His machine is a 6 horsepower Thor twin, to which is coupled an Indian fore-car atttachment. The first step was the procuring of a suitable blower, and after looking around Sullivan decided that a small sirocco blower, such as is used for drying hair in hair dressing parlors, was best adapted for the purpose.

After figuring out the simplest and most direct way to drive it, the blower was mounted on the lower rear stays of the fore-car running gear, and further supported by the diagonal frame tube. The housing is of aluminum and is 4½ inches in diameter. The device consists of a sirocco wheel, mounted on ball bearings and built up of a large number of bronze blades. The wheel is 1⅜ inches wide and 4 inches in diameter and the individual blades are ⅜ inch deep.

Air is drawn in through a 2¾ inch intake and delivered through a 2 inch exhaust. At ¼ pound atmospheric pressure and 2,600 revolutions the fan is said to deliver 37 cubic feet of air per minute. It is geared 6 to 1, and the power required to drive it is estimated at 1-50 of a horsepower. The drive is by a round leather "shoestring" belt running over aluminum pulleys. The large driving pulley is mounted on the motor countershaft. The entire outfit weighs only 2 pounds and 7 ounces.

It had its first real test in the 210 mile Southampton run of the New York Motorcycle Club on May 7th, and kept the engine remarkably cool all day, despite hard driving. Under the present arrangement the air blast is somewhat scattered by being split by the diagonal frame tube in front of the blower outlet port, and Sullivan plans to remedy this by fitting shields which will direct a large portion of the air directly at the cylinders.

Another feature of the machine is the application of an Indian free engine clutch to the rear wheel. Usually the clutch is fitted to a countershaft, but on the Thor no countershaft is used, because of the undergeared motor drive. The only changes necessary to fit the clutch were the straightening of the left rear stay, giving an increased width between stays of 1¼ inches, and the making of a special left rear cone, 1¼ inch longer than regular. The clutch is operated by the usual hand lever. One of the advantages which Sullivan claims for this clutch arrangement on the rear wheel is that it brings the chain pull directly over the center bearing, and as the sprocket is carried between two bearings there is no side chain pull on clutch or bearings.

RESTORING OIL PUMPS TO ACTION

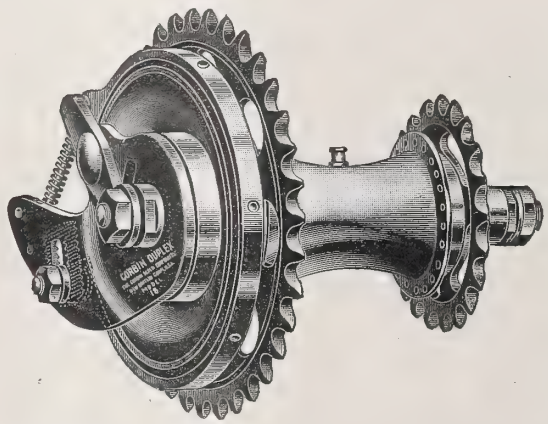
Procedure Necessary When Washers Come Off the Plunger—Flipping Out the Loosened Parts.

Where both mechanical and auxiliary hand pump lubricating systems are fitted to a motorcycle the rider practically is immune from lubrication trouble, for if one system goes wrong he has the other to rely on, and his common sense should tell him when his engine needs oil if the mechanical pump goes on strike without notice. Where only a hand pump is fitted, lubrication is a more serious matter, and the system needs frequent inspection to insure its reliability. One of the rather infrequent but most annoying mishaps that hand pumps are heir to, and one that can put the lubrication system entirely out of commission for the time being, is to have the washer retaining screw on the end of the plunger come adrift. When this occurs, the washers slide off and there is "nothing doing" in the lubricating way when the plunger is drawn up to inject a charge into the motor base. It is then that the trouble becomes apparent and it is likely to give many a rider a tall scare unless he knows how to go about the repair. In such a case the first thing to do is to withdraw the plunger rod, unscrew the cap on top of the pump barrel and remove the washers. They usually will be found at the bottom of the barrel, probably entirely under oil or nearly so. The best way to remove them is with a spoke or a piece of wire. This takes time and tries temper, but it can be done.

The next problem is a little more difficult and that is to extract the screw and metal washer, which also are at the bottom of the pump barrel. The best way to do this is to uncouple the feed pipe from the pump to the motor base, unscrew the nipple at the bottom of the pump barrel, take out the ball valve and spring and let the oil in the pump barrel drain out. This operation will not release any of the oil in the tank for that is retained by another check valve. After the oil has been drained from the pump barrel the screw and washer will be visible. By poking a spoke or straight wire in the hole at the bottom of the barrel and giving the wire a quick shove upward it will flip the screw and washer out, although it may require several trials to do so. This done, nothing remains but to reassemble the pipe connections and put the washers on the plunger. Before this is done the plunger and screws and washer should be washed in gasoline to remove all traces of oil, else the screw is apt to come loose again in a short time. It can be fastened securely by shellacking the threads after they have been cleaned, which will cause them to "stick" tenaciously.

CORBIN

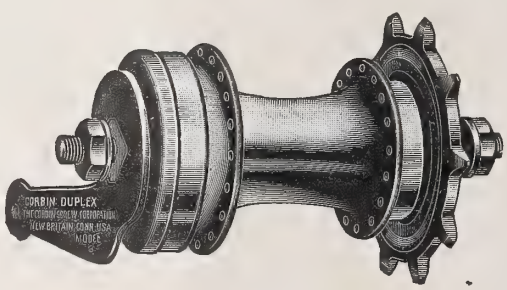
THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.



Corbin V-Band Motorcycle Brake

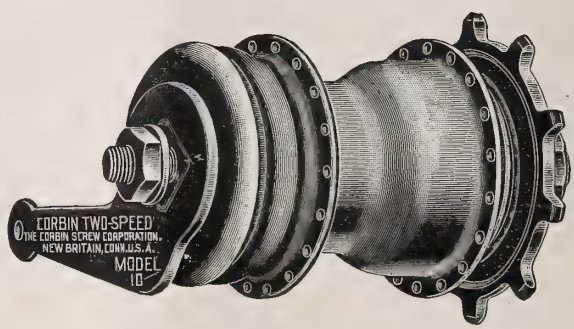
Built on a scale commensurate with the duties of a high speed motorcycle brake.

By the use of a V-shaped drum and a triangular friction band, 50 per cent. more braking surface than on previous models, is obtained, and the flat band is superseded. The releasing mechanism is entirely outside, acting directly on the end of the brake band, making its action easy and reliable. There is no interference with chains. Altogether it is the most effective motorcycle brake on the market.



Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two-Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.

Corbin Screw Corporation

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NEW YORK, MAY 27, 1911.

Dealers' "Invasions" of Territory.

One of the difficulties that beset many motorcycle dealers is in trying to keep other agents who handle the same make of machine from invading their territory. While a majority of manufacturers protect a dealer to the extent of refusing to sell machines to others in his territory, a few makers are not so particular in this respect and take any direct sales that come their way, regardless of any moral claim the agent in that district may have to the business. It is not the manufacturer who sells direct in his territory that the agent has to worry about most, however, but the outside agent who seeks to cultivate gardens other than his own, either by price inducements or other concessions calculated to draw customers.

When a dealer is allotted a certain slice of territory by a manufacturer it means that he is given the exclusive right to handle a particular make of machine in that district, but if the dealer cannot control prospective purchasers of motorcycles in his territory and prevent them from buying machines elsewhere, the manufacturer is not to blame.

Of course, if Dealer B is luring away customers in Dealer A's territory by price cutting, A is justified in complaining to the manufacturer, and the latter should take steps to protect him. But if A's customers prefer to deal with B because he gives better service or better treatment, and has more reasonable charges, A has no just cause for complaint. He cannot expect B to refuse to sell to buyers outside his own territory, or to ask them why they do not deal with A. The result would be that they would quickly go and leave their money with some third dealer.

Personality, treatment of customers and business methods are the vital factors in successful merchandising, and the dealers who can offer these in the best way will draw business from far outside their own territory. Instances are not wanting where an outside dealer reaps a good slice of business that geographically belongs to another dealer, but which the latter loses because of his unpopularity with local riders.

Checking loss of business in his territory where sales are going to another dealer is a matter for the losing dealer to remedy himself as best he can. Provided an outside dealer does not cut prices, either directly or indirectly, through the offering of free accessories, repairs or storage, he has a perfect right, under most contracts, to sell motorcycles to people outside his own territory if he can do so. No manufacturer or dealer has sufficient control of the purse strings of the residents of any district to dictate to them as to where they shall buy motorcycles or supplies. The agent can solicit the business in his territory, but he cannot command it, and if some rival is getting the business the remedy would seem to be an improvement in his own business methods.

Easily-Read Numbers in Races.

Practically every race meet that is held demonstrates forcibly the unsatisfactory and misleading system of numbering contestants that is now prevalent. One of the most desirable amendments which can be made to the F. A. M. competition rules at the annual meeting this summer is the adoption of a standard style of numbers, with the requirement that they be used at all sanctioned contests.

At present, numbers are painted on cloth, or even paper, and pinned on the clothing of the rider, hastily and carelessly in most cases. Generally numbers are not thought of until the last minute before a race starts and then there is a mad rush to procure them and slap them on in any sort of fashion. There is no standard size of number required, and in consequence some are large and others so small that it requires a field glass to distinguish them from the official stand. They cannot be distinguished by the spectators, thus rendering programs practically worthless, as few spectators can identify riders except by their numbers.

When a rider is moving at the speeds now attained, unless he has a generous sized number pinned securely to his back so that it does not curl up or flutter in the wind, it is almost an impossibility to make out the figure, and his identity must be learned in some other way. This, of course, gives opportunity for errors in scoring and for disputes. The F. A. M. might profitably adopt the English system of numbering, consisting of the use of large metal disks painted black with the numbers in white, the disks being fastened to either end of the front axle.

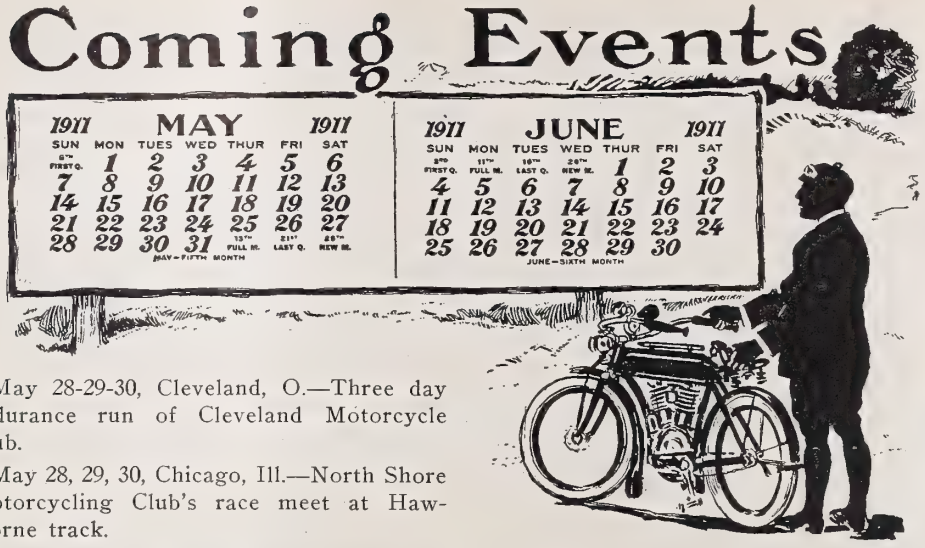
With this arrangement, the white numbers on black ground stand out clearly, as the figures can be made large. The disks are about 14 inches in diameter and do not revolve with the wheel, being held stationary by the axle nuts. Numbers so arranged can be read at a distance, both as the rider approaches and as he recedes, and there is little or no chance for error in scoring. Such numbers have been used in this country on a few occasions and have proved a great improvement over the usual fluttering rag kind.

Why "Compromise" Needlessly?

Threatening legislation, which but for the vigilance and activity of men having the motorcyclists' cause at heart might have been put into effect, has been averted in New York State, and consequently the motorcycle owner in the Empire State will not have to register, carry a tag or pay an annual fee to the state. With this example before them, why should motorcyclists in any state accept "compromise" and willingly agree to licenses, registrations, tags and fees, even at reduced rates under what automobilists must pay?

In 1904 the Federation of American Motorcyclists, through its executive officers, proved to the satisfaction of the Legislature that motorcycles are not automobiles and should not be taxed as such.

Coming Events



May 28-29-30, Cleveland, O.—Three day endurance run of Cleveland Motorcycle Club.

May 28, 29, 30, Chicago, Ill.—North Shore Motorcycling Club's race meet at Hawthorne track.

May 28 and 30, Terre Haute, Ind.—Terre Haute Motorcycle Club's race meet; open.

May 29, 30 and 31, Hartford, Conn.—Motorcycle races at Charter Oak Park.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Rockford, Ill.—Rockford Motorcycle Club's race meet at the driving park.

May 30, Bridgeport, Conn.—Bridgeport Motorcycle Club's race meet.

May 30, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

May 30, Detroit, Mich.—Racemeet of the Motorcycle Club of Detroit Wheelmen at State Fair track.

May 30, Norwich, Conn.—Norwich Motorcycle Club's reliability run.

May 30, Canton, O.—Bicycle road race under auspices of local dealers.

May 30, Baltimore, Md.—Maryland Motorcycle Club's race meet.

May 30, Kokomo, Ind.—Kokomo Motorcycle Club's race meet.

May 30, Canton, O.—Canton Motorcycle Club's race meet.

May 30, Kenton, O.—Motorcycle races.

May 30, Troy, N. Y.—Motorcycle race meet.

May 30, Denver, Colo.—Motorcycle race meet at Tuileries Park.

May 30, Wheeling, W. Va.—Ten mile bicycle road race; open.

May 30, Boise, Ida.—Boise Motorcycle Club's road races.

May 30, Salt Lake City, Utah.—Eighteen mile bicycle road race.

May 30, Elgin, Ill.—Elgin Motorcycle Club's race meet at Wing Park.

May 30, Rockford, Ill.—Ideal Motorcycle Club's race meet at the driving park.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

May 30, Peoria, Ill.—Peoria Motorcycle Club race meet at Peoria mile track.

May 30, Springfield, Mass.—Motorcycle race meet of the Springfield Motorcycle Club, at the Springfield Stadium.

May 30, Elmira, N. Y.—Elmira Motorcycle Club's first summer race meet.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

May 30, Rome, N. Y.—Rome Motorcycle Club's 250 mile endurance run.

June 3-4, Kenesaw, Wis.—Chicago Motorcycle Club's race meet.

June 4, Providence Motorcycle Club's first reliability run for Swenson trophy.

June 4, New York City—Concourse Motorcycle Club's fourth annual run to Savin Rock, Conn., and return; open.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles. Second section.

June 10, New Haven, Conn.—Motorcycle hill climb on Shingle Hill in West Haven.

June 11, Floral Park, L. I.—Italian-American "championship" 50 mile bicycle race.

June 17-18, St. Louis, Mo.—St. Louis Cycyling Club's annual Pike County tour.

June 18, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

June 30, Douglas, Isle of Man, Great Britain—First junior international Tourist Trophy race; 187½ miles.

Correspondence

Defends Guttenberg's Dual Race.

Editor of the Bicycling World and Motorcycle Review:

In reference to an editorial appearing in the Bicycling World and Motorcycle Review of May 20 regarding an event to be held at Guttenberg on Sunday, May 21, in which a half-hour race was scheduled for professionals and trade riders competing simultaneously but not against each other, I would like to say that certainly as far as the rules are concerned I can see nothing that would prevent such an event. As a matter of policy, of course, it is open to question.

In road events professionals have competed under F. A. M. sanction simultaneously with amateurs, but not against them. They have been, as far as records are concerned, divided into separate classes. Unless professionals are to be treated as lepers and pariahs, unworthy of association, it would seem to me excellent policy to treat them with a reasonable amount of consideration, and to encourage them to ride in road events as long as they were not theoretically or practically competing against amateurs. I see no reason why the same should not also hold good of track events.

The half-hour event which was programmed at Guttenberg and took place there was of this nature. It was distinctly stated on the entry blank and program that the two classes were separate; the trade riders competing for prizes of a specific cash value and competing among themselves. There was and could be no more competition between the individual riders of the two classes as far as any award is concerned than there would be between an amateur trying to break a professional record that had been made on a Los Angeles or San Francisco track, in California, or, for that matter, on the same track.

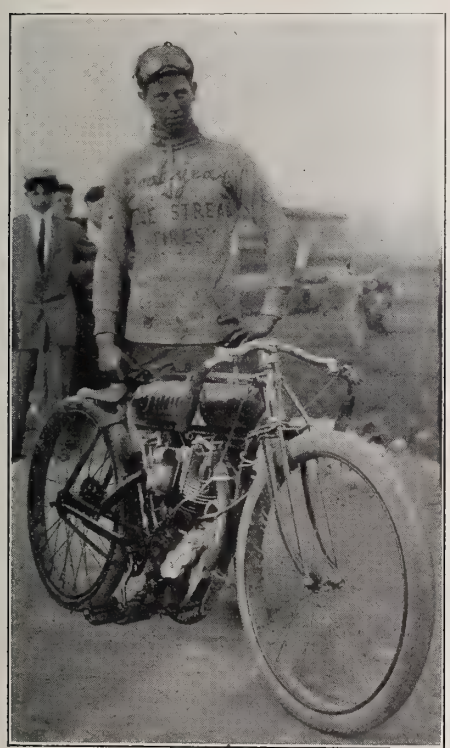
It may be that I have a hair-splitting mind that I can see no infraction of either the spirit or the letter of the rules in permitting such an event to take place. The practical reason for allowing it was simply that there was a scarcity of riders for such an event, and to have one or two men ride around the track for half an hour would have become monotonous to the crowd. While I do not believe in sacrificing or breaking the rules for any crowd or any promoter, I do believe that it is the part of good policy to try and attract the crowd and help the promoters who are honestly trying to give us racing in New York. To help them at the present time means that we will in all probability have good racing; not to help them or to obstruct them means that we will have no racing at all.

J. P. THORNLEY,
Chairman F. A. M. Competition Committee.

HART THE STAR AT GUTTENBERG

Teubner Captures the Twenty Mile Open—Balke Finds Victories Altogether Too Easy—Chapple Gives Up.

Tearing off a strip of daredevil riding equal in quality to any ever before shown on the Palisades speed platter, Frank Hart, the young New Yorker recently drafted into to Indian racing forces, made a game but unsuccessful effort to offset a sensational fall at the getaway of the 20 mile open for trade riders at Guttenberg, N. J., Sunday, 21st inst. Although Hart's desperate efforts to catch the field went for naught on account of tire trouble, he "delivered the goods" in brilliant fashion in the ten mile and half hour races for trade riders.



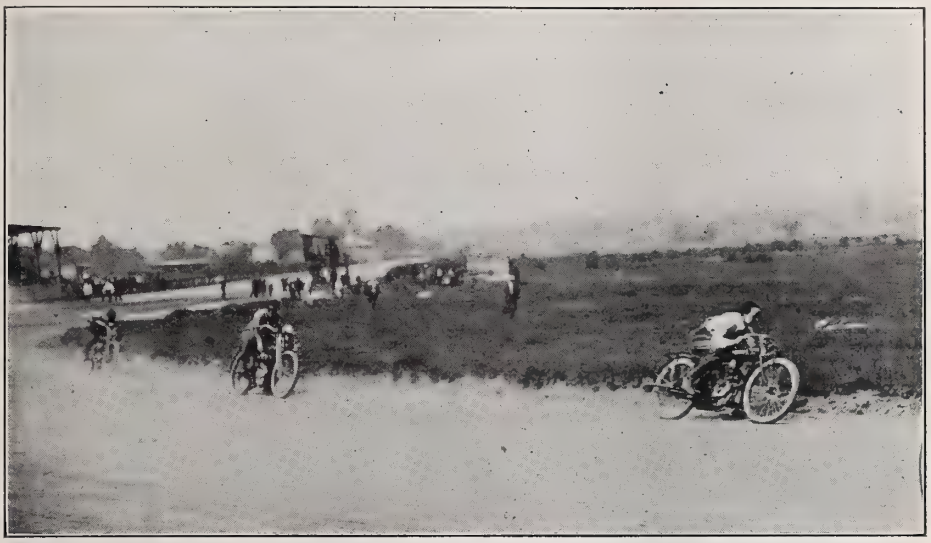
FRANK HART AND "NO. 26"

After cleaning up the professional events at Guttenberg for the second Sunday in succession, Charles Balke, the California "native son," is inclined to think that the Eastern professionals are "pie," at least around New York City. He had his rivals at his mercy at all times, and both of his victories were veritable gifts. He had the "goods," but was not called on to show more than a very small sample, and he won as he pleased. Chapple, who was expected at least to give Balke a semblance of a run for the money, stayed out of one race after it was held up 15 minutes to give him time to get ready, and in the other he retired before the end of the first mile. It looked as if he "quit" deliberately in the latter, not coming around to the stands, but he claimed his machine developed tantrums.

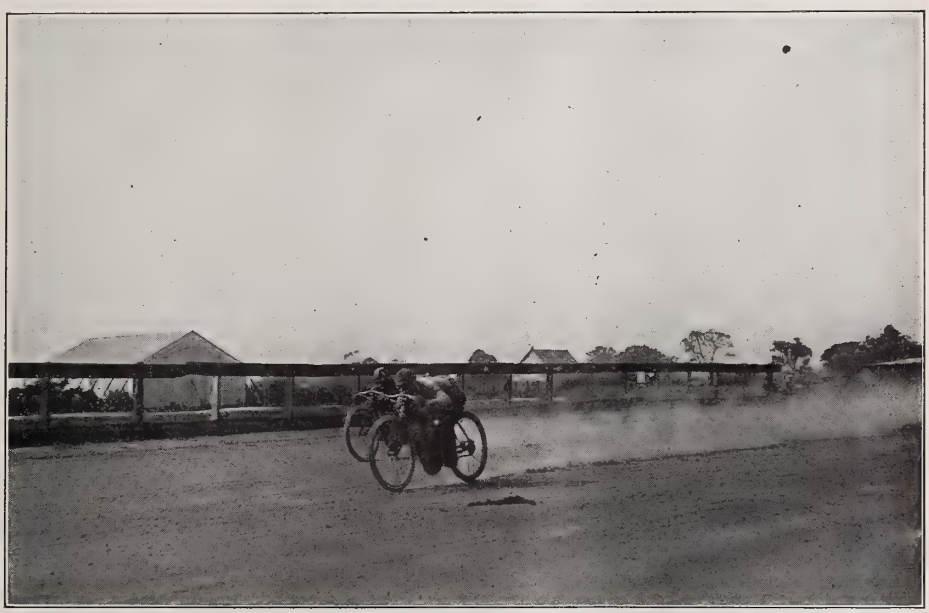
Hart's enforced retirement in the 20 mile trade riders event left "Will" Teubner, of the Merkel team, with a fine strong grip on first place and he never let go. Teubner rode a fast and pretty race, and, after Hart passed out, he never again was in danger and steadily drew away from the field. He won by nearly a mile. In the five mile private owner race, F. L. Vanderpoel, Indian, showed that his novice victory on the Sunday previous was no fluke, for he again won by a big margin over Robert Buttlar, Indian, and J. Frederick, Merkel.

Some exceedingly clever team work was shown by Balke and Hart in the half-hour mixed race for professionals and amateurs, the headliner on the program. Comparatively few became aware of it, so cutely was it done, but those who did enjoyed the tactics immensely. Incidentally, as far as the spectators were concerned, no classes were recognized, and whenever one rider passed another, regardless of class or position, he was cheered warmly.

This race was delayed for nearly 20 minutes by Chapple. He declined to ride his own twin, on the ground that it was not in good shape. Neither would he take Teubner's machine, although it ran in fine form earlier in the day. Chapple insisted on riding a 4 horsepower single, and then wanted a 25 second handicap from Balke. Not to please Chapple, but to make the race as interesting as possible, Referee Pitman tried to persuade Balke to allow the handicap, but the latter declined to do so, as he said it was against instructions.



FIVE MILE RACE FOR PRIVATE OWNERS



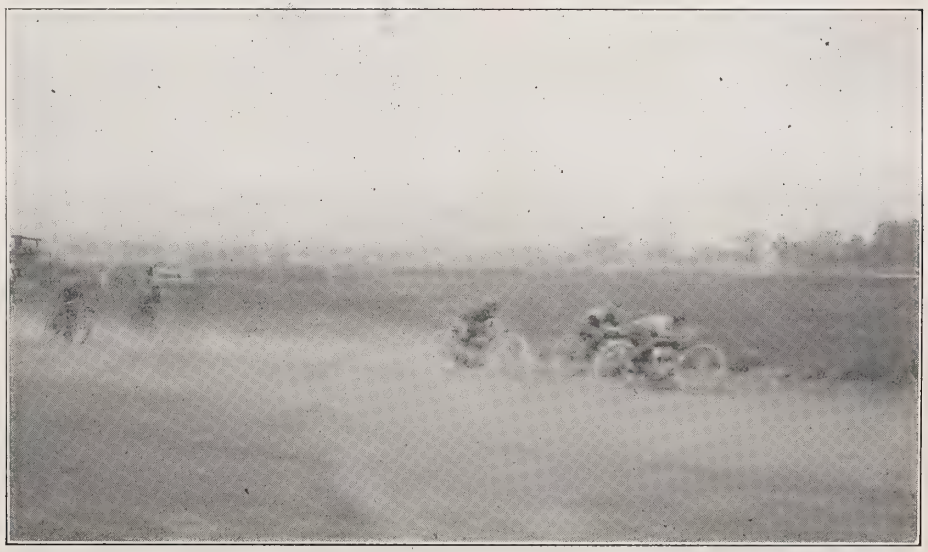
BALKE AND GUTERMAN IN THEIR MATCH

Finally Chapple agreed to ride from scratch. Balke and Louis Guterman, on Indians, were the others in the pro division. The trade rider aggregation consisted of Hart and Constant, on Indians, and J. J. Cox, R-S. Chapple got away poorly and Balke went to the front with Hart tacking

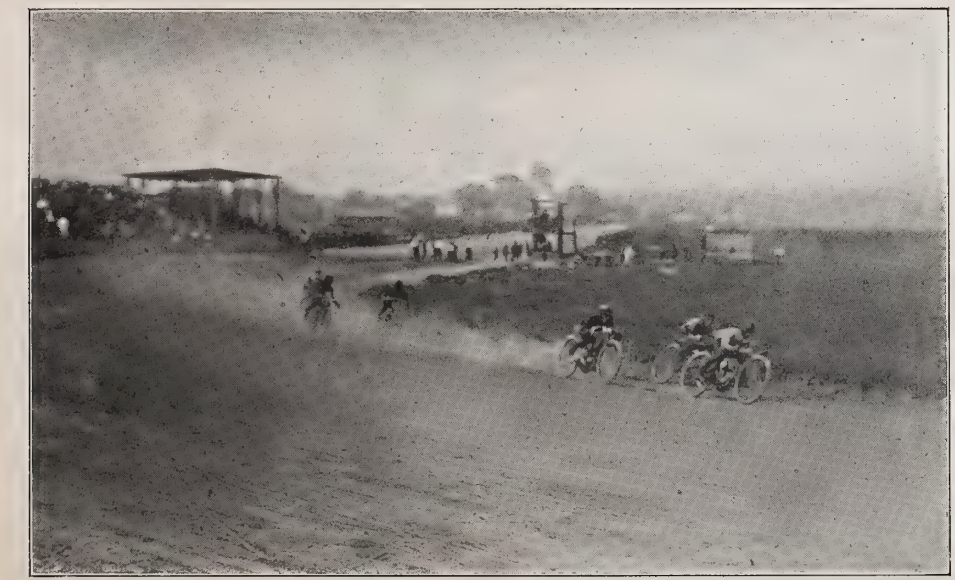
SCENES AT THE GUTTENBERG (N. J.) RACING OVAL.



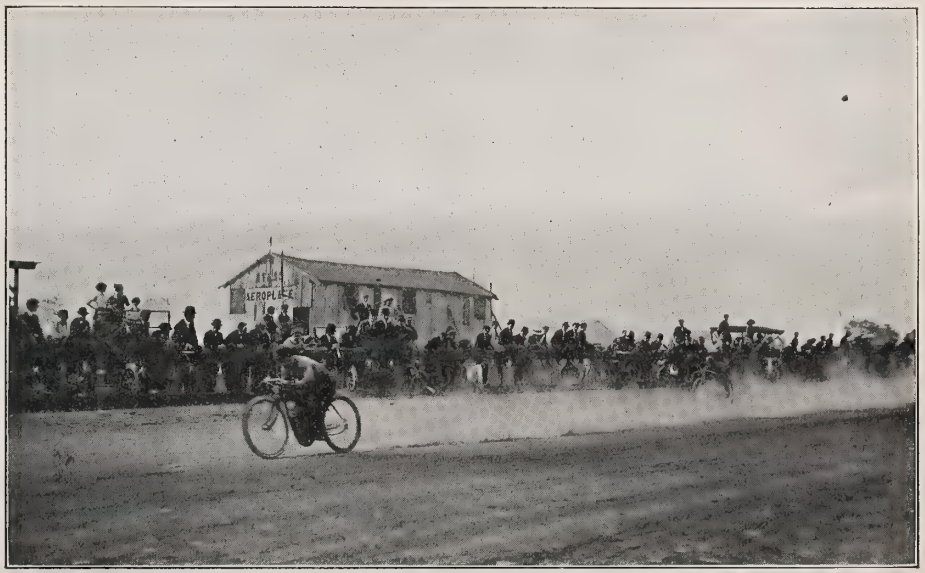
LINING UP FOR THE HALF-HOUR PRO-AMATEUR RACE



INTO THE FIRST TURN IN THE HALF-HOUR RACE—BALKE LEADING



TEARING AROUND IN FIXED RELATIVE POSITIONS



BALKE LEAVING GUTERMAN IN THEIR MATCH

on. Guterman also got away badly, his control sleeves uncoupling and stalling him as he was pushed off. Balke and Hart burned up the back stretch and opened a gap on the field. Chapple did not show any great speed and disappeared for good in the vicinity of the top turn. His early flickering out was disappointing, for although the machine had not been used in previous events of the day, it was thought to be capable of fast work.

For the first five miles it was a lively scrap between Balke and Hart. Balke led all the way and handed out such a sizzling gait that Hart was the only one who could hold on. Constant was running third, with Guterman and Cox fighting it out further back. Guterman was slowly regaining his lost ground at the start. Coming into the stretch in the sixth mile Hart's speed dropped off suddenly and the crowd voiced its disappointment, for his game riding all day had made him a warm favorite. He coasted in with a broken short driving chain and lost two miles while it was being replaced. Constant then was leading in the trade class, with Cox second. Balke, of course, was having a joy ride, with Guterman the only one to worry him, and that not to any serious extent.

When Hart returned to the fray he rode faster than before. Then some real track generalship was shown. Balke had the entire field in his rear, and he eased off a bit at a time, slowing the others also, but they did not seem to be aware of it. Hart had two miles to make up, and he looped it hard, passing the bunch and drawing away steadily. Balke was riding slower than before and had flagged the field to help Hart get back his lost ground. He was doing it quite perceptibly.

When Hart passed Balke the crowd yelled with delight, although the latter was two miles ahead. For several miles none of those in back of Balke realized what he was up to. Finally Constant either "got wise" or got tired of Balke's dust, for he shot out and passed him, only to be pulled down in a twinkling, for Balke was wide awake for would-be lap stealers. Hart was regaining a lap steadily, and Cox and Guterman were having a real exciting see-saw. The way Cox's old R-S twin held its speed was a genuine surprise to the "insiders."

At 14 miles Constant had several spokes cut out of his front wheel on the lower turn by "kissing" Cox's machine and lost three miles for repairs. According to officials who witnessed the mishap Cox skidded suddenly and Constant attempted to cut in without allowing sufficient clearance. No one went down, and there were no protests or penalties, but Constant got some advice from the referee about allowing more than a length before cutting in.

Hart lapped the field at 19 miles amid great cheers, having made up half his lost ground. This put him in the lead in the trade class again, for Constant then was three miles back, and Cox had been unable to recover the lap he lost at the start, when he had to stop to tighten a loose compensating sprocket. Balke and Guterman were on the same round at 20 miles, but Balke had a good lead.

Hart gained steadily and lapped Constant and Cox again at 26 miles. Time was nearly up now and as Balke completed his 28th mile he got the finish flag. He beat Guterman by a quarter mile, drawing most of his lead in a final spurt. About 43 seconds after Balke finished Hart got the flag, and he also rounded out 28 miles, three-quarters of a mile ahead of Cox. Constant was more than two miles back.



PITMAN TELLING WHAT'S WHAT

Teubner, Cox, Mercier, Hart and Constant were the starters in the 20 mile race for trade riders. All except Hart got away good, with Teubner on the pole. A few yards beyind the foul line Hart's machine suddenly bucked like a broncho and threw him, the machine falling on top of him with the engine racing wildly. Spectators shouted with alarm, and attendants ran to his assistance, for it was feared that he would be lacerated or burned. He had extricated himself by the time help arrived, and feverishly mounting, started in mad pursuit of the field, who were a quarter of a mile in front.



FERD MERCIER ON THE NEW, EIGHT-VALVE INDIAN

Right then the spectators saw some thrilling riding, for Hart threw caution to the winds and rode as if possesed of a thousand devils. He got a wild ovation for his gameness every time he passed the stands. In the meanwhile Teubner was setting a hot gait, having turned the second mile in a minute flat, and led Mercier, the second man, by the length of the stretch. Hart was closing the gap in big chunks when misfortune landed a knockout in the fourth round, both tires exploding simultaneously on the back stretch. It was a most unusual mishap and gave Teubner the victory then and there.

He gained steadily on the others and reeled off miles at the same consistent gait and all close to the minute. In the seventh mile Constant was lapped by Teubner, and in the ninth the former retired with a broken chain, having fallen on the top turn. At ten miles, the half-way station, only three men were left. Teubner was making a

How We Are Helping To Get Their Share



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There are three reasons for this phenomenal record.

First:—The Harley-Davidson 1911 models are unquestionably by far and away the best machines we have ever built.

Second:—We are carrying on the most extensive national advertising campaign ever inaugurated by a motorcycle company.

In June of this year we are taking quarter, half and full pages in the national magazines herein illustrated and 50 others. We are telling 28,000,000 people of the joy, pleasure and economy of riding a Harley-Davidson. This campaign is bringing thousands of new prospects to our dealers' stores. The volume of sales that thus comes to our dealers has surprised both the dealer and ourselves.

Third:—To complete this sales campaign and to turn

If you are in open territory and want to make connections with a wide awak Harley-Davidson business either as a side line or by giving it your whole tim

HARLEY-DAVIDSON MOTOR

"The Silent

"King of the

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Be sure and addres

Harley-Davidson Dealers of the June Business

the "wait a little while" and "I'll think it over" men into actual buyers we have a most complete factory "follow up" campaign. And it's doing the business, too. At the right of this advertisement you will find some of the booklets, folders and circulars used in this "follow up" campaign. They are bringing the dealer tremendous results. They are daily turning his prospects into sales. Naturally, Harley-Davidson dealers are enthusiastic over this sales system.

The Lister Motorcycle Co., Cleveland, O., says in part: "Sold 12 already out of the last batch of 47 prospects sent us. More sales coming."

C. H. Lang, Chicago representative, says: "Have averaged three sales a day for six weeks. The 'Harley-Davidson' sales system is surely O. K."

This "sales system" has naturally brought inquiries from territory where we are not as yet represented. These inquiries are awaiting good dealers' attention.

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HARLEY-DAVIDSON MOTOR CO., 757 L St., Milwaukee, Wis.

"The Silent Gray Fellow."

"King of the Country Road."

ALTHOUGH there are 44 active motorcycle manufacturers in America, NEARLY ONE THIRD OF ALL THE MOTORCYCLES SOLD IN THIS COUNTRY ARE HARLEY-DAVIDSONS.

Be sure and address your reply to Desk B.







runaway and Mercier and Cox were seesawing in lively style. Mercier had a powerful machine, but owing to a weak arm, which recently was broken, he could not hold the machine at speed and he wavered badly as it was. Teubner finished the last mile seven-eighths of a lap ahead and got a hearty welcome. Mercier beat Cox in a final dash by 25 feet.

With Chapple "stalling" and the crowd impatient for action, the miss-and-out professional was changed to a five mile match between Balke and Guterman. They made an exciting race of it, riding neck and neck, with Guterman drawing good leads and Balke chopping them down in big stretches. Balke won by 75 yards.

Hart's lust for speed became real consuming in the 10 mile trade riders open, and he proceeded to satisfy his craving. A scrap between Hart and Teubner was looked for, as they were pretty well matched, Hart having a faster machine, while Teubner is a better tactician. Teubner got away very fast and swung into the stretch going great guns. Hart was at his heels and after a sensational flight up the turn Hart went in front. The pyrotechnics were all over then, for Hart never was headed and gained steadily. He made the second circuit in a minute flat. Then he got under the minute, doing the third in 59⅗ seconds, and the fourth in 59⅗ seconds, the latter equaling the automobile record for the track. Then he dropped back to minute miles, and toward the last eased up a bit more.

Balke rode old reliable Indian No. "27," while Hart starred on No. "26," the new valve-in-the-head machine. It has four valves to a cylinder, two inlets and two exhausts, each pair being operated by one rocker arm, and is showing wonderful speed for its displacement of 52.26 cubic inches.

Referee Pitman handed out his first penalty on Sunday, M. Costello, Peugot, being the offender. For looking back in the ten mile trade event he was barred from further racing for the day, but was allowed to retain the third prize which he won in that event. Pitman is waging war on riders who look back, drag their feet on the turns, do any fouling, delay the starts or give any back talk, or otherwise infringe. He first gives them a warning, and on the second offense the axe falls. Those who have been inclined to trifle with him have found that it is very much akin to "monkeying with a buzz-saw," and most of them have about decided to "be good." Incidentally riders can feel sure of getting their prizes at race meets where Pitman rules, for he is insisting on a check from the promoters for the full value of the prizes before a rider goes to the line.

The track was very dusty Sunday, and made things disagreeable for the occupants of the stands, for they were suffocated by dense clouds of it every time the machines passed them. The homestretch, at least, should be well oiled. Summary:

Five mile, private owners, 61 class—Won by F. L. Vanderpoel, 7 Indian; second, Robert Buttlar, 7 Indian; third, J. Frederick, 6 Merkel. Time, 5:41⅕.

Ten mile open, trade riders, 61 class—Won by Frank Hart, 6 Indian; second, W. J. Teubner, 7 Merkel; third, M. Costello, 7 Peugeot. Time, 10:09⅗.

Five mile match, professional, Charles Balke vs. Louis Guterman, both on Indians. Won by Balke. Time, 5:27⅗.

Twenty mile open, trade riders, 61 class—Won by W. J. Teubner, 7 Merkel; second, Ferd Mercier, 5 T.T. Indian; third, J. J. Cox, 7 R-S. Time, 20:38.

Half-hour mixed race, professional and trade rider—Professional class won by Charles Balke, 7 Indian, distance, 28¼ miles; second, Louis Guterman, 7 Indian, 28 miles. Time, 30:32⅗. Trade rider class won by Frank Hart, 6 Indian, distance, 28 miles; second, J. J. Cox, 7 R-S, 27¼ miles; third, John U. Constant, 5 Indian, 25 miles. Time, 31:15.

"Blue Overalls" Resented by Wanstradt.

It was all a mistake about the "youngster in blue overalls" at Latonia! In the original report of the motorcycle racing, in which Cincinnati riders participated on the 13th and 14th inst., at Latonia, Ky., the "youngster" was described as being Joseph Wanstradt, whereas Wanstradt is neither an immature youngster nor does he wear blue overalls. The essence of the error, which several members of the Cincinnati Motorcycle Club have been quick to correct, is that the ten mile handicap on Saturday, 13th inst., was wrongly given as being won by John Mast, when the actual winner was Pat McManus, a rider of a 4 horsepower Indian, who really is a youngster. Young McManus wore a pair of blue serge trousers, but was guiltless of overalls. The two most important facts brought out by the correction are that McManus and not Mast won the ten mile handicap and that aWnstradt had nothing to do with the "youngster" or the "blue overall" business.

Denverites in a Loose Road Race.

While gross inaccuracies are scattered throughout the official report, which, when analyzed, contradicts itself in several places, according to the promoting newspaper, Cort Edwards, riding a Merkel, won the 166 mile motorcycle road race from Denver, Colo., to Greeley and return, on Saturday, 13th inst. His alleged time for the run was 3:53:00⅗, which would give him the remarkable average of nearly 41 miles an hour, over all sorts of roads and through city and country traffic. Perry Meade, on an Excelsior single, was credited with being second place holder, although, according to his alleged time, 3:51, he would seem to be the winner. Joseph Wolters, Excelsior twin, was registered third; time, 4:08:00. Eleven of the 38 starters finished.

Loose management and apparent violation of the F. A. M. rules characterized the race, which was an advertising scheme, conducted by a local newspaper. There were two classes, amateur and professional, and while they started separately, they finished together, and seemingly were checked as one class at the finish. What the prizes were and whether there were prizes for each class does not appear, but at any rate, the race was sanctioned by the F. A. M. The professional class, consisting of six men, was sent away first, and 15 minutes later the amateur division of 32 riders left.

Deducting his handicap, Meade, the second man, appears to have made better time than Edwards, who is credited with winning, but nothing was said as to prize distribution. The professionals rode twins and the amateurs singles.

The other finishers in the order of arrival were as follows: George Heyes, Excelsior single; Walter Whiting, Harley-Davidson single; Herman Mapel, Excelsior twin; John Wirt, Thor single; L. Brown, Merkel twin; Frank Kunze, Excelsior single; James Noonan, Harley-Davidson single; Albert Newell, Merkel single.

Many Records for Jersey 24-Hour.

Private owner contestants in the 24-hour endurance run of the New Jersey Motorcycle Club on the 29-30th not only will have a chance to win medals, but also to stock up on very desirable sundries. This merchandise, which includes tires, lamps, brakes and shock absorbers of standard make, will be awarded to the riders who show the most consistent running, based on checking at secret controls. Trade riders also have something coming to them for consistency, and the best performance in this class will entitle the maker to a motor seat. The individual medal awards are gold, silver and bronze for the three highest road scores. For the manufacturers' team division a handsome silver trophy has been hung up. Teams will be limited to three men, and team members also are eligible for medals. Entries already are in for teams representing the Yale, Excelsior, Reliance, Indian and Merkel machines, and several other teams are expected. Twenty-seven entries already are in hand, and in the final rush it is predicted that as many more will be handed in. Final details were completed at a meeting Tuesday night, 23d, and the session was followed by a "feed."

Akron Prepares for Its Race Meet.

The Akron Motorcycle Club, of Akron, O., has everything in readiness for its first races of the season on June 3. The meet is sanctioned by the F. A. M. and the races are open to all F. A. M. amateurs. There will be two other race meets and one endurance run this season. On the 11th inst. the club members were the guests of the Norka Theater, and on the evening of the 16th inst. 30 of the members rode to Louis Young's Hotel, about five miles south of the city, where a banquet was served for them.

ATLANTANS ON THEIR SPEEDWAY

Run Four Exciting Events Before Rain Stops the Program—Chambliss and Burke Divide Honors.

Rain wet the powder of the race meet of the Atlanta (Ga.) Motorcycle Club on the Speedway on Saturday, 20th inst., in the fourth event, leaving seven events that had to be laid aside for the day. Weather permitting, the left-over speed cartridges will be fired on Saturday, 27th inst. Porter Chambliss, on an Indian, was the star of the short speed session, winning the 12 mile dealers' trophy race, which carried with it the "Southern championship," although the authority for this designation is not apparent. Chambliss repeated in the 10 mile open for 61 cubic inch flyers, spinning the five laps at a 57 second average, the best time of the day, with Cawthorne, on another Indian, as the runner-up.



START OF THE TEN MILE OPEN ON THE ATLANTA SPEEDWAY

While Chambliss devoted himself to finding bulls-eyes in the twin class, Burke, also an Indian speed shooter, was doing the same thing in the single division. He introduced himself by capturing the 10 mile novice, and boosted his score by winning the six mile. All the races were exciting and proved entertaining to the large crowd present. The events were open to amateurs only, and were run promptly and in snappy order. Summary:

Ten mile novice, 30½ cubic inches—Won by Burke, Indian; second, Brown, Excelsior; third, McMillan, Harley-Davidson. Time, 11:11⅘.

Six mile open, 30½ cubic inches—Won by Burke, Indian; second, Sisson, Excelsior; third, Reynolds, Indian. Time, 6:43⅘.

Ten mile open, 61 cubic inches—Won by Porter Chambliss, Indian; second, Cawthorne, Indian; third, Glenn, Indian. Time, 9:28⅘.

Twelve mile amateur, Atlanta dealers' trophy—Won by Porter Chambliss, Indian; second, Reynolds, Indian; third, Sisson, Excelsior. Time, 12:48⅘.

Whittler's Suspension Is Raised.

Through a clerical mistake in the referee's report, stating the date of expiration as May 26, and the disposition of the chairman of the competition committee to abide by the report as it stands, the three months' suspension inflicted on March 26 on Fred E. Whittler, of Salt Lake City, the professional motorcyclist, expires this week, although according to the calendar it still has another month to run. This glad news was conveyed to Whittler on the 20th inst. in a letter from the chairman, together with a warning that in future mistakes of the sort will not be interpreted to the advantage of the offender. Whittler was suspended for breaking a contract on the ground of alleged unfair treatment at the hands of the promoter.

Merz Breaks a Leg at Hawthorne.

While practising for the Decoration Day motorcycle races at Hawthorne track, John Merz, manager of the Merkel branch in Chicago, Ill., was the victim of an accident on Thursday, 25th inst., that resulted in his left leg being broken below the knee. He was using a twin Thor belonging to Matthews and the machine proved too much for him to handle at the highest speed, as he fell on the turn, doubling his leg under him.

Texans to Be "Pro" at Taylor.

Professional motorcycle races will be run on July 7 at Taylor, Tex., under the auspices of the Taylor Fair Association. Sixty dollars in cash is offered as prizes.

BROADRICK WINS TWO MILE TITLE

Oakland the Scene of First National Championship Race on the Coast—Seymour Scores.

Turning seeming defeat into an easy victory, Ben Broadrick, of San Francisco, steering an Indian, won the two mile F. A. M. national amateur championship for 1911 at the race meet of the San Francisco (Cal.) Motorcycle Club on the Oakland Motordome on Sunday, 21st inst. It was the first of the championships that ever have been run on the coast, and also the first in six years that has been decided on a board track. The winner's time was 1:29.

Next to the championship, which was the top-liner on a classy bill, the ten mile professional event proved a worthy rival for the favor of the few fans present. While Ray Seymour, on an Indian, led the field from the start to finish, the struggle for second place was of the blood-tingling see-saw sort, between Graves, McNeil and O'Brien. Graves was retired, and in the final dash O'Brien flashed across the line a tire width ahead of McNeil. Seymour collected first money again in the five mile professional, with Graves, Merkel, second.

Some of the halo that settled over the new national two mile champion was dispersed by the fates in the 25 mile open for amateurs, when J. Alzina, Indian, who ran second to Broadrick in the championship, trimmed the title-holder in a brilliant spurt when Broadrick appeared to have the race all wrapped up and ready to carry away. H. O. Young, on a Harley-Davidson, was the king-pin of the private owners. He won the novice, ran second in the belt event for owners and bagged two third prizes in other events.

Half a dozen aspirants for the two mile championship presented themselves. They were given a flying start, but crossed the line in open formation, Broadrick and Eichelberger, the latter on a Thor, being several yards in the rear when the leaders flashed by. Broadrick got right down to business and commenced to close the gap despite the best efforts of the leaders to keep it open. Alzina, Indian, proved the hardest of the advance guard to overhaul, and he led the procession until the last quarter of the first mile, when Broadrick passed him. Thereafter Broadrick never was headed, although Alzina pressed him to the finish. Broadrick won by 40 yards, and Alzina beat Eichelberger a similar distance.

Seymour had the ten mile professional well in hand all the way and contented himself with holding the lead. Graves, Merkel, started after Seymour to give him battle, and in so doing attracted two other

dangerous opponents, who camped on his trail. It looked like a combination to smother Graves, Seymour shutting him off in front and McNeil and O'Brien attacking from the rear. Graves fought gamely and hung on to Seymour until his machine "died" suddenly and he dropped out. Instantly McNeil and O'Brien changed from joint pursuers of Graves to aggressive antagonists and fought each other as warmly as they had Graves. Meanwhile, Seymour was sliding serenely along in front. McNeil and O'Brien battled elbow to elbow, first one creeping away and then the other, only to be pulled down. In the last lap O'Brien drew another lead of a few inches and managed to keep it intact until the finish line was reached.

Everyone present got a big surprise in the 25 mile open, for Broadrick led for 20 miles and seemed a sure winner. He had lapped most of the field and seemed beyond striking distance of the others. Suddenly Alzina poked his fires more strenuously and his machine responded with a final and wonderful burst of speed. He crept up on Broadrick with a certainty that was amazing, and, after passing the new-made champion, continued to draw away. Alzina won with plenty to spare and Broadrick had a foreclosed mortgage on second place. J. Heck, a Thor rider, got a glad hand from the crowd for his gameness in returning to the fight after a mishap had knocked his chances to smithereens.

Private owners were well provided for, two events being set aside for them. H. O. Young won his novice on a Harley-Davidson. C. E. Obert, Indian, the runner-up, was disqualified as being ineligible, and his elimination advanced T. Williams, Thor, to second, and T. Campi, Indian, to third. Obert cast his line again in the belt drive pool, and fished out a victory that stayed after it was landed. Young followed Obert across the line, and G. Viera, Excelsior, was booked third. Viera had better luck on a Thor, for he won the five mile open for singles, with Eichelberger, also on one of the "thunder gods," checking in second. After the usual daredevil elbow riding, the five mile professional flickered off the watch dials, with Seymour, Graves and O'Brien over the line in that order. Summary:

Five mile novice, private owners, fully equipped stock machines—Won by H. O. Young, Harley-Davidson; second, T. Williams, Thor; third, T. Campi, Harley-Davidson. Time, 6:09⅘. C. E. Obert, Indian, second, but disqualified as ineligible.

Five mile open singles—Won by G. Viera, Thor; second, E. D. Eichelberger, Thor; third, H. O. Young, Harley-Davidson. Time, 4:47⅕.

Five mile scratch, professional—Won by Ray Seymour, Indian; second, M. J. Graves, Merkel; third, Howard O'Brien, Indian. Time, 3:35⅘.

Two mile national championship, amateur—Won by Ben Broadrick, Indian; second, J. Alzina, Indian; third; E. D. Eichelberger, Thor. Time, 1:29.

Twenty-five mile, scratch, stock singles, fully equipped, amateur—Won by J. Alzina, Indian; second, Ben Broadrick, Indian; third, H. O. Young, Harley-Davidson. Time, 27:20.

Ten mile open, professional—Won by Ray Seymour, Indian; second, Howard O'Brien, Indian; third, B. McNeil, Thor. Time, 7:19.

Three mile, private owners, belt drive singles—Won by C. E. Obert, Indian; second, H. O. Young, Harley-Davidson; third, G. Viera, Excelsior. Time, 3:30⅗.

Warns Against Chillicothe Races.

Motorcyclists are warned against competing in an unsanctioned meet scheduled by D. K. DeLong at Chillicothe, O., on Decoration Day, in a statement issued by the chairman of the competition committee. The official ukase is as follows:

"It has been brought to my attention that Mr. D. K. DeLong, of Chillicothe, O., is promoting a race meet in that town on May 30. No sanction has been requested by Mr. DeLong and should he have requested a sanction it would have been refused for good and sufficient reason. Motorcycle riders who contemplate competing at this meet, or who do compete at this meet, are hereby warned that such competition will disqualify them automatically."

Swenson Trophy Run Route.

Competition for the silver trophy donated by B. A. Swenson to the Providence (R. I.) Motorcycle Club for a series of reliability runs during the season will begin on Sunday, June 4. The first run will be over a 130 mile course and will be run on the lines of the national endurance run, with checking stations at prominent cities en route. Speed will not be the determining factor in scoring, but rather promptness at controls. The trophy is a handsome large silver cup and there also are lesser awards. The course selected for the first run includes Arctic, Hope Valley, Westerly, Narragansett Pier, Wakefield, Wickford and East Greenwich.

Canton Cards Its Own Sport.

Lovers of motorcycle and bicycle racing in Canton, O., will not have to spend railroad fare to enjoy a few miles of their favorite sport on Decoration Day, for a little of each will be on tap right at home. The Canton Motorcycle Club will hold a race meet and has secured entries from Akron, Massillon and other nearby places, so good racing is promised. It will be the first of a series of four meets which the club will conduct this season. One of them will be a club championship affair, with a silver loving cup as the chief prize. The bicycle dish for Decoration Day is a road race which will be served by the local dealers. The course is to Massillon and return.

Eastern Clubs Head for Springfield.

Several motorcycle clubs in the East will hold runs to Springfield, Mass., on Decoration Day, to attend the big race meet of the Springfield Motorcycle Club at the Stadium. Among the clubs that will send delegations are the Hartford, New Haven, Bridgeport, Worcester, Boston, Commonwealth of Boston, and the Providence; the New York, Concourse, Harlem and both Touring Clubs of New York City; the Invincible, of Brooklyn; Rhode Island, of Providence, and Meriden, of Meriden, Conn. A large army of unattached riders from all parts of New England also will be on hand.

UP TO A HOME ON THE HILLTOP



J. A. Seitz, of Syracuse, N. Y., conquering Adams street hill on a Pierce single.

NEW YORK SENATE COMMITTEE LEAVES MOTORCYCLES EXEMPT

Strikes Out the Objectionable Clauses in Reporting the Proposed Amendment to the Automobile Law—Motorcycles Not Included—F. A. M. Successful in Protecting Empire State Riders from Registrations, Tags and Heavy License Fees.

Once more have the motorcyclists of New York State gained a victory over those who seek to have motorcycles classed as motor cars under the automobile law, which would entail their having to p y heavy annual fees, their being registered and tagged and the liability of the motorcyclists to the fines and punishments to which automobiles are subjected. That feature of the proposed amendment to the automobile law that was designed to bring motorcyclists into the law has been defeated, as the Senate committee on Internal affairs on the 24th inst. reported the proposed amendment, with all reference to motorcycles stricken out.

No small credit for warding off the adverse legislation is due to G. H. Hamilton, the chairman of the F. A. M. legal action committee, who, with the aid and advice of ex-President R. G. Betts, of the F. A. M., set in motion a campaign that brought about the striking out of the motorcycle clauses. The efforts of Hamilton and Betts were promptly supported by the trade papers, by some of the clubs in the state, and by individual riders. Senators and Assemblymen were urged to act against the stretching of the automobile bill to include motorcyclists, and the aggregate result was the elimination of the motorcycle provision from the amendment, so that New York motorcyclists continue to enjoy the status that was properly granted them in 1904, when the F. A. M., in a campaign led by President Betts, succeeded in having them freed from the onerous and unjust requirements of the automobile law.

Concourse Team Has Diamond Alone.

Although the Concourse Motorcycle Club and the Touring Club of New York (affiliated) were scheduled to play a baseball game on Sunday, 21st, it is still to be played. Whether the Tourists got "cold feet" does not appear, but at any rate but one of them showed up at the rendezvous. The Concoursers were there with bats, gloves and all the paraphernalia, and when they found that they would have no competition from outside they rode up to City Island and began a game with two picked teams from their own men. After one inning was played a policeman came along and shooed them away. The motorcyclists moved over to an adjoining field and there continued their game uninterrupted. After the motorcyclists tired of swatting the sphere, they stowed away a hearty dinner and then jogged up the Boston post road.

Marylanders Make for Laurel.

Fine macadam roads and beautiful scenery were the inviting and picturesque setting for the regular Sunday run of the Maryland Motorcycle Club of Baltimore on Sunday, 21st inst. Laurel, a pretty town, 22 miles out, was the destination. Because of the heat, a short run was called, and the motorcyclists returned to Baltimore in time for dinner. This disposed of, they reported at Electric Park for the annual picture and then indulged in some impromptu speed work to test out the track. Races will take place there later.

Providence Club Is Active.

At the last meeting of the Providence (R. I) Motorcycle Club eight applications for membership were received. On Sunday, 21st, the club held a run to Wachusett Mountain in Massachusetts, and there was a good turnout. The club will enter a team in the inter-city club team race at the Springfield meet on Decoration Day. A committee was appointed to investigate the feasibility of holding an illuminated night parade some time during the season.

Hart to Compete at Hawthorne.

Frank Hart, the new Indian star of the East, will make his debut in the West at the half-week speed carnival of the North Shore Motorcycling Club of Chicago, at Hawthorne track, on May 28-29-30. He will be the only Eastern rider present. Rex Wickwire, of San Aantonio, Tex., the leading Indian racing man of that state, will be another visitor to "Chi" from afar. Local cracks will be on hand in droves.

Rockfords and Ideals Unite.

Consolidation of the Rockford and Ideal Motorcycle clubs of Rockford, Ill., has been effected, and the amalgamation is expected to benefit the sport locally, as there will be no conflict of events, or division of effort in local motorcycle affairs. The original plans for a race meet at the driving park on Memorial Day will be carried out.

Shelbyville Meet Is Scheduled.

Plans are in the making by the Indiana Motorcycle Club of Indianapolis for a race meet at Shelbyville on Sunday, June 4. It will be the first meet to be held on the proposed Indiana motorcycle racing circuit. On July 4 the club will hold a closed club meet at Lebanon.

Eau Claire Racing Stimulated.

Motorcycle and bicycle racing in Eau Claire, Wis., is to be stimulated by W. P. Hart, the sporting editor of one of the local papers. His first venture in this line will be a field day on May 30, in which motorcycle and bicycle races will be featured.

TWELVE GOT LOST IN THE HILLS

Only Five Contenders Survive Indiana Club's Hard Run—Both Stewart and Baker Claim First.

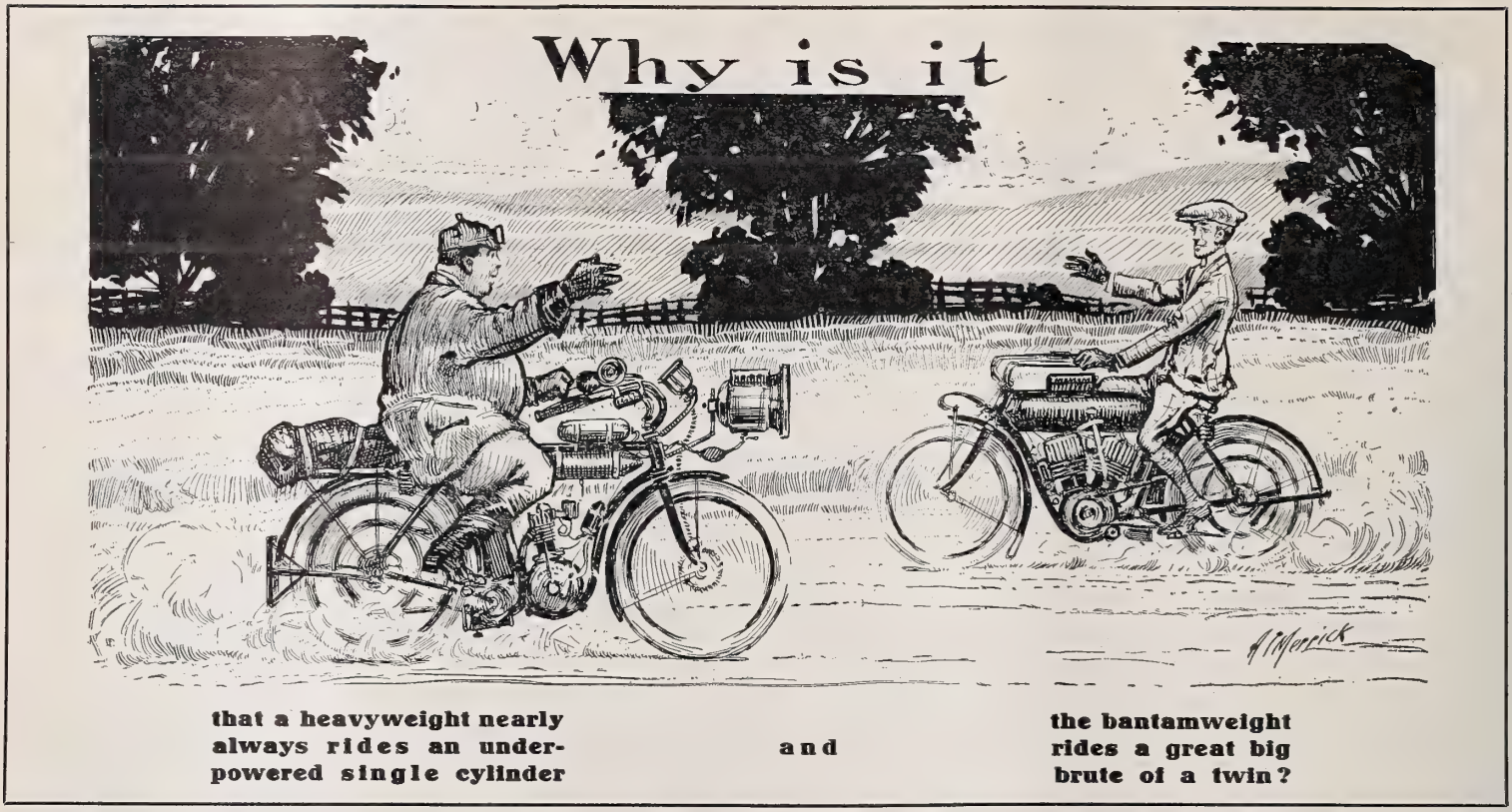
Five of the 17 riders who started in the Indiana Motorcycle Club's 160 mile reliability run on Sunday, 21st inst., survived the tough trip, and there now is a dispute as to which of two of them is entitled to first honors. The survivors are: Fred Stewart, Yale; E. G. Baker, Indian; John E. Merz, Merkel; H. T. Bretney, Merkel, and John Littleford, Thor. Stewart claims a perfect score, but this claim is attacked. Baker's score is announced unofficially as 999, and he thinks he won first place in the run. The club officers say they will not make a definite decision about the race until the first of next week, when a board meeting will be held. The other three finished in the order given.

It was one of the roughest rides that any of the contestants had ever been in, the route being through Brown County, Indiana. Rain had been coming down all day Saturday all over Indiana and the roads were in bad shape. When the riders started at 7 o'clock Sunday morning the weather was fine, but before they had traveled 50 miles a downpour started that did not stop until after the run was finished.

There were three controls on the route, at Bloomington, Spencer and Indianapolis, respectively. Spencer comes before Bloomington, and Stewart's score is in question because it is claimed that he left the Spencer control some time before he should, and that it was only because he checked in and tore out again at once that he got to Bloomington on time. All the others were late at Bloomington, where Baker lost his one point. Stewart says he did not know he had to wait at Spencer and does not think he should be disqualified. The checking sheet shows that he left Spencer 30 minutes before he was due even to arrive there.

Stewart paid dearly for his day's ride, as somewhere on the route he lost the diamond and gold medal that he won in the 1910 Western District endurance run. Most of the 12 riders who dropped out came to grief in the Brown County hills, between Spencer and Bloomington. The next run, over the same route, will be held next month, and the rider that wins two out of the total of three runs that are to be held will be awarded a big silver trophy cup, valued at $50 and known as the Indiana Motorcycle Trophy.

Traveling on railroad schedule, Rex J. Lyons, carrying a tandem passenger, Miss Barbara Webber, won the Marshall Spark Plug trophy in the sealed time run of the Syracuse (N. Y.) Club on Sunday, 21st.



Affiliating Clubs Hot After Lamps.

Big gains in motorcycle club affiliation were made during the past week, and five of the new members of the F. A. M. club family claimed Old Sol lamp and generator outfits offered to clubs affiliating 15 men or more. With but eight more numbers to go, it practically is certain that the 150th certificate of affiliation will be issued before the close of the month. The new affiliated clubs are as follows: No. 142, Portland (Ore.) Motorcycle Club, 40 men; No. 140, Redskins Motorcycle Club, Monroe, Wis., 16 men; No. 139, Two Rivers (Wis.) Motorcycle Club, 19 men; No. 138, Fostoria (O.) Motorcycle Club, 16 men; No. 137, Old Dominion Motorcycle Club, Richmond, Va., 30 men; No. 136, Indiana University Motorcycle Club, Bloomington, Ind., 15 men; No. 135, Indian F. A. M. Motorcycle Club, Kansas City, Mo., 25 men; No. 134, Buffalo (N. Y.) Motorcycle Club, 40 men; No. 133, Cleveland (O) Motorcycle Club, 44 men; No. 132, McHenry County Motorcycle Club, Harvard, Ill., 27 men; No. 151, Oshkosh (Wis.) Motorcycle Club, 17 men; No. 130, Macon (Ga.) Motorcycle Club, 20 men; No. 129, Salina (Kan.) Motorcycle Club, 18 men; No. 128, Atlantic City (N. J.) Motorcycle Club, 27 men; No. 127, San Jose (Cal.) Motorcycle Club, 40 men; No. 126, Rome (N. Y.) Motorcycle Club, 32 men; No. 124, Crawfordsville (Ind.) Motorcycle Club, 15 men. Perhaps the most significant affiliation in the list is that of the Buffalo (N. Y.) Motorcycle Club, which will have the conduct of this year's F. A. M. meet. Advance work, which ultimately is expected to result in the formation of new clubs, is being done by the following: John J. McGuckin, 571 Forty-seventh street, Brooklyn, N. Y.; Robert S. McNaughton, Appletin, Wis.; B. L. Wright, McGrange, Ill., and Charles R. Love, Rocky Ford, Colo. Leo L. Wildman, Conneaut, O., reports that the new club in that city will affiliate as soon as it has the requisite number of members.

Toronto Riders to Engage Counsel.

Tiring of the seemingly arbitrary way in which they are being fined, the members of the Toronto Motorcycle Club, of Toronto, Ont., have decided to engage permanent counsel to defend any member of the club who may be arrested for speeding. One of the main objects of the club has been the prevention of speeding and the careful observing of the speed ordinances, but the magistrates have dealt so harshly with cases of alleged speeding that have come before them, that the motorcyclists feel it is necessary to take extra steps for self-protection. It is proposed to engage a King's counsellor, who belongs to the same law firm as that to which the prosecuting attorney belongs.

Chicago Pitcher Has 7 H. P. Delivery.

There is at least one base ball player in the big leagues who is sure of the united support of all motorcycling base ball fans and that is James Scott, pitcher of the Chicago American League team. Scott has just become a motorcyclist, and a full-fledged one at that, for after purchasing a 7 horsepower Indian he joined the North Shore Motorcycling Club, and the fans already have christened him appropriately: the "motorcycling kid."

Twelve Days for Providence-Niagara.

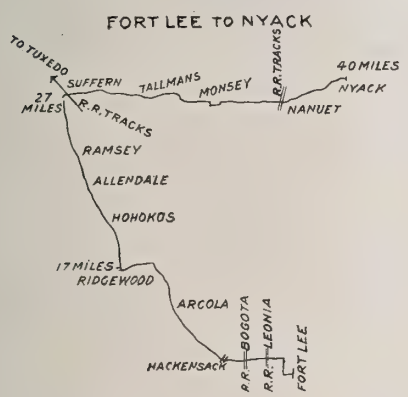
Now that the definite dates for the big Providence-Niagara Falls and return tour of the Providence (R. I.) Motorcycle Club have been announced, motorcyclists of that city and of many other Eastern cities also are counting the days until the starting day of the tour reels around. Entry blanks were sent out last week, and designate the tour dates as July 9, to 20, inclusive, a period of 12 days. Accordingly motorcyclists who are going along—and that means all who can get away—drew big circles around those dates on the July calendar leaf as a reminder that they would be "out of town" at that time. Prospective visitors to motorcycling friends in New England in July will govern themselves accordingly if they would avoid disappointment. The tour will leave Providence on Sunday morning and will progress by easy stages. No night stops have been chosen in advance, but the route will be through Worcester, Springfield and Pittsfield, Mass., thence crossing the state line to Albany, and on through Schenectady, Amsterdam, Little Falls, Utica, Oneida, Syracuse, Auburn, Rochester, Buffalo and the Falls. The return will be over the same route. The tour is open to all riders regardless of their competition classification, and the only stipulations exacted are that all entrants be F. A. M. members in good standing and have reliable machines in good repair. The tour is sanctioned. The entry fee is $3 and entries close July 5. B. A. Swenson will be tourmaster, and any inquiries addressed to him at 298 Blackstone street, Providence, R. I., will receive prompt and careful attention.

Three Short Tours on Northern New Jersey's Good Roads

Many motorcyclists are not aware of the fact that northern New Jersey abounds in good roads and picturesque scenery, and for that reason the writer desires to point out three of the most desirable rides, which while not lengthy afford an enjoyable afternoon ride and extend for the greater part over macadamized roads. A New Jersey license costs but two dollars and is money well invested.

Route No. 1—Fort Lee to Nyack.

Crossing Fort Lee Ferry (129th street) from New York City to the Jersey side,



start north along the short road and continue to a prominent fork at the top of the "Fort Lee Hill," about one and one-half miles, taking the left fork through the town of Fort Lee to Leonia, three miles. Here the road crosses the railroad tracks and the meadows and leads to Bogota on the West Shore railroad, five miles. A mile beyond this the tracks are crossed again, also a drawbridge leading into Hackensack, seven miles.

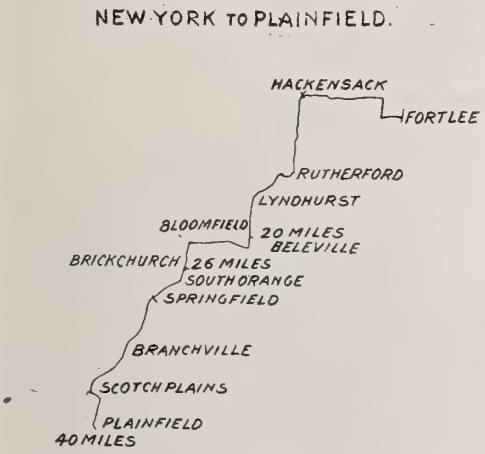
Turning right into Main street in Hackensack continue north to Passaic street, a broad street lined with trees. Cross the railroad tracks once more near the station and continue west on Passaic street, passing through Maywood and Arcola. The going here is fine and the views on the east bank of the Saddle River picturesque. Arcola is 11 miles from the starting point. About 4 miles beyond Arcola take Ridgewood avenue to the left and continue west one and a half miles to a prominent cross road at the Rouclere House, passing a large wagon repository a short distance beyond.

Continue through Undercliff and Honokus. East of Undercliff and just north of Paramus is an old church, in which Aaron Burr was married. North of Honokus the road is known as Franklin Turnpike, and is a fine stretch of State road ten miles from Ridgewood to Suffern. En route to Suffern, Allendale, Ramsey and Mahwah are passed. East of Allendale about two miles is Saddle River, a small village, and here is located one of the oldest churches in the country, which dates back to pre-Revolutionary times. Recent attempts to modernize it have spoiled much of its historical quaintness.

Just before reaching Suffern the New York State boundary is crossed, Suffern being 27 miles from Fort Lee ferry. Here a choice of routes is offered. The State road runs to Newburgh, 35 miles distant, passing through Tuxedo and Arden, with fine roads and beautiful scenery. The road east leads to Nyack, 13 miles beyond Suffern, and passes through hilly country. Here are located Tallmans, Monsey and Spring Valley. At Monsey the road descends a steep hill, crossing the railroad at a dangerous point. Beyond Monsey lies Nanuet and crossing the tracks twice here continue east through West Nyack, a station on the West Shore railroad. This point is about two and a half miles from Nyack. From here the road leads over a rough and very steep hill into Nyack, and after passing through the town an abrupt descent to the ferry is made. The boats run nearly every hour and take about 25 minutes to cross. From Tarrytown the route to New York is about 22 miles, which, added to the route given, makes a run of about 62 miles.

Route No. 2—New York to Plainfield.

As in route No. 1, continue due west at the top of Fort Lee Hill to Hackensack,



six miles. Here take the main turnpike south after crossing the railroad tracks, this road is known as Terrace avenue and continues to Rutherford, four miles beyond. From this point a panorama view of New York City can be had, the Metropolitan Tower and the Singer building looming up across the meadows. Just before reaching Rutherford there is a steep hill with car tracks, where caution should be exercised. At Rutherford turn right under railroad bridge and, passing through the main part of the town, take Park avenue to Lyndhurst, and thence along the east shore of the Passaic (do not cross at the Avondale Bridge), but continue south, passing the Jersey City waterworks. Just beyond this point turn to the right, crossing the bridge which leads into Belleville, 14 miles.

Here turn into John street, and by going up several grades and crossing car tracks a good macadam road is reached, which joins Belleville avenue at Bloomfield, three



FORTLEE TO GREENWOOD LAKE.

miles further on. Just after crossing the railroad tracks at Bloomfield turn left into Glenwood avenue, and after crossing the tracks twice more in about two miles Prospect street is reached. This is a broad street lined with trees and about two miles beyond is Brick Church, on the Delaware, Lackawanna and Western railroad. This point is 25 miles from Fort Lee. Continue for about two miles down the street called Harrison street, South Orange avenue is reached and here turn to the right, where a good view of the mountains is seen. At the foot of the hill turn left into Valley street, and from here the road runs direct to Springfield, five miles beyond. At Springfield the road becomes Westfield road and is good riding. Locust Grove and Scotch Plains are next passed through and at last Plainfield is reached, 40 miles from the starting point. Plainfield is one of the most attractive suburban towns in this locality. From here rides can be taken over the mountains to Millington and Morristown on the north, and New Brunswick on the south.

In returning to New York City, a different route can be taken. On the east side of the tracks take North avenue, which is a fine macadam road paralleling the tracks to Westfield, five miles, where it crosses and runs parallel to Elizabeth, 12 miles from Plainfield. From Elizabeth, Frelinghuysen avenue leads north to Newark, about six miles, and, once in Newark, continue direct north to Bridge street,

where it joints Harrison avenue, which latter crosses the meadows to Jersey City Heights. The writer has taken the lower road, known as the "Plank road," but as the road is in poor repair and the term "plank" is very descriptive, he would not advise its use. Harrison avenue is in fair shape and most of the automobile traffic crosses here. Once on Jersey City Heights the Hudson County Boulevard can be taken north about six or seven miles to its junction with the old "Bull's Ferry" road and to the precipitous road down the "Palisades Gorge," which is both steep and dangerous. At the foot of this the River road can be taken one and a half miles north to the Fort Lee Ferry. Other ways of reaching New York are by going through Jersey City and taking one of the lower ferries or by continuing north on the Hudson County Boulevard to Fulton street, and turning east to the Weehawken Ferry. The return route is about 42 miles.

Route No. 3—New York to Greenwood Lake.

Another attractive ride is as follows: Take route No. 2 from Fort Lee Ferry to Ridgewood, 20 miles. At Ridgewood continue west across the tracks through Midland Park, Wortendyke and Wykoff, crossing the railroad tracks at Camp Gaw and continuing direct to Oakland, 29 miles. This village is the home of the Kanouse spring water and also some of the Du Pont powder works are located here. A storekeeper there will be glad to tell the visitor all about an explosion which occurred a few years ago in these works, and which shook the whole region and destroyed considerable property.

From Oakland a very picturesque road known as Valley Road runs parallel to the Ramapo Mountain, and this leads direct to Suffern, N. Y. Connecting with route No. 2 the distance is only about nine miles.

Continuing south at Oakland and crossing the railroad tracks the road winds past the Pompton Lakes, and four miles beyond Oakland is Pompton itself. More powder mills are located here. Turning to the right and crossing the tracks once more the road leads direct to Greenwood Lake and runs parallel with the Greenwood Lake railroad tracks most of the way. The country is quite hilly, but the roads are fair and one is well repaid for a visit to the lake. This region is full of old iron mines, some of which are still worked, but the majority of which are abandoned. The lake is a large body of water and there are several summer hotels located around it. It is about 37 miles from Fort Lee Ferry and the writer knows of one motorcyclist who made it in an hour and a half, which is good going, as part of the route is quite hilly, although the roads are good for the most part. From two to two and one-half hours is a proper allowance to make for this trip.

CLEVELAND CADY.

TWO ENTHUSIASTIC TANDEMITES OF LORAIN, O.



They are, respectively, Dr. A. M. Webster, who is a Buckeye veteran in motorcycling, and Maria Gardner, who, in addition to riding tandem, does considerable touring on a motorcycle of her own. On excursions en tandem, as shown in the picture, they have in the aggregate traveled many thousands of miles in Ohio.

WHERE EVERY CLUB MEMBER HAS A CLUB JOB.

Every member has some work to do in the interest of the club in the scheme of things adopted by the McHenry County Motorcycle Club, of Harvard, Ill., a young but energetic organization, which already has 27 members and expects a much larger membership very soon. Work is what makes clubs active and enduring, according to the officers, and they are seeing to it that every member has some task or duty in connection with the club's affairs. Every candidate for membership must be an F. A. M. member in order to get in, and the club itself has F. A. M. affiliation No. 127. The officers are: F. Mac. Schellenger, president; Pearl L. Peck, vice-president; Robert J. Latter, secretary and treasurer; Harold Miller, captain; Benjamin Ames, first lieutenant; Jessie Scheffner, second lieutenant; James W. Rogers, Percy Leonard, R. T. Christopher, directors; M. E. Norton, Glen McNuitt, C. H. Eckhart, membership committee; Leslie Hayworth, club photographer.

The grant to each member of active participation in the affairs of the club is expected to develop and sustain interest and enthusiasm of all the members. It makes each member responsible for the performance of certain duties, and tends to bring about their accomplishment, as a rivalry is stirred up, as to which members are doing the most for the club in the line of helpful work.



SOME MEMBERS OF THE McHENRY COUNTY CLUB, HARVARD, ILL.

KRAMER IN SPLENDID SPEED FORM

Defeats Clarke in Three Wonderful Sprints —Wiley Rides Too Fast for Collins —Schieder Proves Strong.

In flights of speed that under the circumstances were as brilliant as any in his ten years of championship history, Frank Kramer put it all over Jackie Clarke on Sunday, 21st inst., at the Newark (N. J.) Velodrome, and showed himself to be in the unfailing Kramer form. A team match race in mile heats, in which Kramer and Willie Fenn were pitted against Clarke and Macfarland, was the feature of the afternoon. In the first heat, Kramer, leading from the start of the back stretch on the bell lap, simply shook Clarke off. The latter could not even hang on, let alone pass Kramer. In the second heat, Macfarland locked Kramer in while Clarke beat it for home in the back stretch after the bell. Kramer could not get through Macfarland, so he dropped back and came on the outside, passing them both as though he were an antelope racing with billygoats. He made the lap in 16 seconds, which for a sixth of a mile is within a fraction of a second of the world's record. In the two-mile professional open it was much the same, Clarke and Macfarland were in front at the last turn, but he kept coming. Thirty yards from the tape he breezed by, although Clarke was plugging his hardest and setting a furious pace.

Joseph Schieder, the amateur from Buffalo, made a good showing, and won the five mile amateur open, after Paul Heidrick had been disqualified for taking the lead on the inside of the pole line. Elmer Collins, in his first motor-paced appearance of the season, was a poor opponent for George Wiley, who rode him off his feet. Herman Brooks, of Passaic, N. J., graduated in the novice, and Alfred Goullet and John Bedell accounted for the two-thirds mile professional handicap and the two mile professional invitation, respectively. Summary:

Half mile novice—Won by Herman Brooks; second, R. G. Westervelt. Time, 1:05⅕.

Two-third mile handicap, professional—Won by Alfred Goullet (45); second, E. F. Root (30); third, Fred Hill (40). Time, 1:19.

Three mile team match, professional, Kramer-Fenn vs. Clarke-McFarland, two out of three heats—First heat won by Kramer-Fenn. Time, 3:05⅕. Second heat and match won by Kramer-Fenn. Time, 3:00.

Half-mile handicap, amateur—Won by Jerome Steinert (10); second, John Becht (65); third, Adam Byerman (40). Time, 0:57⅖.

Two mile invitation, Class B, professional—Won by John Bedell; second, Norman Anderson; third, Ernest Jokus. Time, 4:35⅘.

Five mile open, amateur—Won by Joseph Schieder; second, William Pettit; third, Adam Byerman. Time, 11:07⅖.

Two mile open invitation, professional—Won by F. L. Kramer; second, A. J. Clarke; third, John Bedell. Time, 4:18⅕.

Five mile motor-paced match, Elmer Collins vs. George Wiley—Won by Wiley. Time, 6:51⅖.

Italian-American "Champions" to Race.

It will be Italian day at Floral Park, L. I., on Sunday, June 11, when the second annual Italian-American Cycle road race "championship" will be decided. The race is at 50 miles, the course being from the Floral Park Hotel to Jericho, Hicksville, Bellmore, Amityville and return, with a checking station at Amityville. The Italian vice-counsel in New York, Dr. Manzini, will be the starter, and Dan M. Adee and David Greenbaum will be the referees. About 60 entrants, including Joseph Orlando, the present holder of the Italian-American title.

Empires Plan Another Marathon.

Joseph Orlando, of the Empire City Wheelmen, Brooklyn, N. Y., who won the big bicycle Marathon road race at Valley Stream, L. I., in 1909, will have a chance to repeat this year, for the New England Wheelmen, of New York City, are going to hold a Marathon bicycle road race some time during the season. It will go the full distance of 26 miles, 385 yards, and probably will be run over the Floral Park, L. I., course. At least four bicycles and $400 in merchandise will be offered as prizes, and two $55 racing bicycles already have been donated for first place and time awards, together with a quantity of other prizes.

C. R. C. OF A. ON SPRING CENTURY

Survivors in the Two Divisions Total 85 —Dinner Stop at Hicksville —The Course.

In the spring century bicycle run of the Century Road Club of America over Long Island roads on Sunday, 14th inst., 85 of the 115 starters finished the 100 mile grind. There were 160 entries, but 45 of them were scratched. There were two divisions, fast and slow, the fast coterie consisting of 25 men, while the easy-going class was more popular, having 90 starters. Fred E. Mommer was chief pacemaker of the fast division, his assistants being A. R. Cooley, Charles Hausenbauer and Henry Weinert. E. E. Fraysee commanded the slow division and his lieutenants were Herman Geiler, Julius Schmidt and Henry Sommer. Frank E. Nemzer and Charles Krudrle acted as couriers. Prospect Plaza, in Brooklyn, was the starting point, the slow division leaving at 7:30 a. m., and the fast men starting an hour later. The course led along the cycle path to Coney Island, then through Valley Stream and Amityville, where the fast men caught the slow division. At Hicksville the riders stopped for dinner. The homeward trip was over the Jericho turnpike to Hillside avenue and the Plaza, the fast men finishing at 5:30 p. m. and the slow brigade at 5:45.



THE "EASY-GOING" DIVISION OF THE C. R. C. OF A. CENTURY

Rosedale Cyclists on a Run.

Eighteen cyclists turned out for the club run of the Rosedale Cycle Club of New York City, to Van Cortlandt Park on Sunday, 21st inst., under command of Captain Arthur Wolfson. Upon arrival at the park the riders formed themselves into teams and played a game of base ball.

C. R. C. A. CYCLISTS ON A RAMBLE

Take a Sunday Run to Hudson Park—Make a Stop to See Racing—"Insurgents" Best "Classyites."

Frowns from the weather man did not discourage the Eastern Division of the Century Road Club Association from its bicycle run on Sunday, 21st, the first under the guidance of Captain Sylvain Segal, and their optimism was rewarded shortly after the start, when the sun came out. The riders left Columbus Circle, New York City, at 9:15 a. m., their course leading up Broadway and Amsterdam avenue to 106th street, through Central Park and up Seventh avenue to the headquarters of the New England Wheelmen, where the first stop was made. Leaving there, the next stop was for the cork race of the New England Club, at Pelham road, and then on to Hudson Park, the run's destination. After eating a hearty dinner, the cyclists indulged in a three-inning baseball game, in which the "Insurgents" defeated the "Classyites" by a score of 6 to 2. After the game an excursion was made to the village of New Rochelle, the homeward trip being by way of Baychester and City Island, arriving in the city at 5 p. m. The next run is scheduled for June 4, to Paterson, N. J., with a visit to Passaic Falls. These runs are not restricted to club members, and a cordial invitation is extended to all cyclists regardless of their club affiliations. Full particulars regarding runs can be obtained from Sylvain Segal, 100 W. Eighty-eighth street, New York City.



EASTERN DIVISIONERS "ON THE ROCKS" (PELHAM ROCKS)

Enos Emulates His Story Heroes.

Jack the Giant Killer evidently was sufficiently real to little Enos Wilder, a 10-year-old lad of Morristown, N. J., to be an inspiring example when Enos encountered a wicked "giant" of his own, or else Enos is a very good Sunday school scholar and learned thoroughly the lesson of David and Goliath. At any rate, Enos did something that classes pretty well with the exploits of either the redoubtable Jack or the bold David, although Enos may never get the same enduring fame that rewarded the two earlier heroes. Enos was not looking for trouble when he met this adventure. A great big foreigner came along and took a fancy to the bicycle that Enos was riding. He not only took a fancy, but he took the bicycle as well, despite all the fight that Enos was able to give him. Enos tugged and pounded at the big man, to make him give up the machine, but the fellow simply laughed at him and, pushing him aside, started to ride off. Here it was that the inspiration from out of the books came to Enos. Packing together a lot of tin foil which he had in his pockets, he made one big missile of it and hurled it at the "giant." Plunk! It hit the big fellow right in the head, whereupon the bicycle gave a wobble or two and then the "giant" and the bicycle went tumbling to the ground together. Before the "giant" could recover from his daze and stupefaction little Enos rushed in and untangled his machine, and was safely off before the big fellow awoke to the fact that he was in the down-and-out class along with Jack's giant and David's Goliath.

Pushes Dental Gold and a Bicycle.

Cycling has lost none of its savor for Dr. Jesse Cope Green, of Westchester, Pa., despite the fact that he is now 93 years old. Dr. Green is a dentist and took up bicycling at the early age of 80. He bids fair to keep up this form of exercise for some years to come. He has been a practicing dentist since 1843, and at present employs a chief assistant who has been pushing gold into teeth for 52 years.

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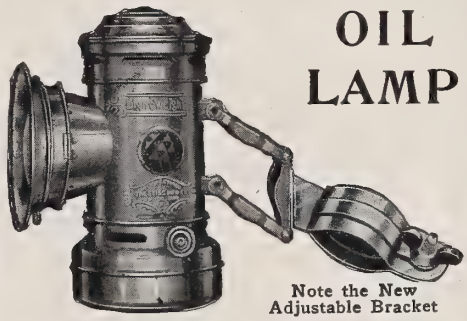
are now being made in our new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.

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Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.

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The only tank that, when empty, can be promptly exchanged, anywhere and always.

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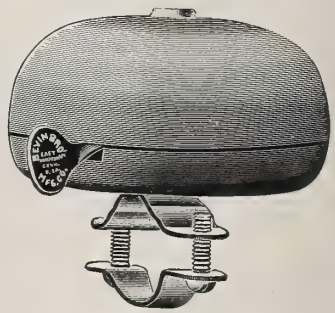
Send for our 1911 catalog of bicycles and motorcycles and sundries, and our special bargain list, published the *first* of every month.

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Bevin Bells



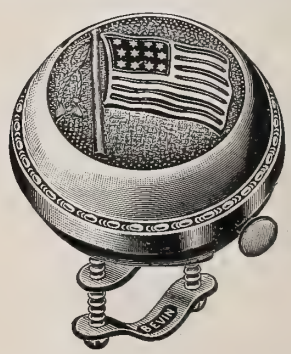
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and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

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Easthampton, Conn.

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Jewel Mica Spark Plugs

The Plugs That Will Not Break Nor Foul

EMPLOYED on Motorcycles where absolutely reliable ignition is essential. Short circuiting is completely overcome. They will not carbonize. Nor will oil or moisture affect them. Motorcyclists obtain more speed and more power. Sold at prices that appeal to all.

PITTSFIELD MOTORCYCLE SPARK COILS are remarkably economical in battery consumption, will not break down and afford easy starting. In two styles, the conical and flat head. Equipped with four or five leads for single or twin cylinders.

Our Catalogue will tell you more about them.





PITTSFIELD SPARK COIL CO.
Dalton, Mass.

SALES REPRESENTATIVES—*New England States, William J. Connell, 555 Boylston St., Boston, Mass. Atlantic States, Thomas J. Wetzel, 17 W. 42d St., New York City. Central States, K. Franklin Peterson and H. V. Greenwood, Room 921, No. 122 So. Michigan Blvd., Chicago, Ill.; *Ogden W. Brown, 218 W. Lake St., Chicago, Ill. *Pacific States, Chanslor & Lyon Motor Supply Co., San Francisco and Los Angeles, Cal. *Full line carried.

Price—Spark Plugs

Single Pointed $1.00
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Form 2589 B

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Empire Tires only tires to finish without any repairs in one hundred sixty mile sociability run of the Indiana Motorcycle Club over worst roads in state, through a driving rain storm. Fred Stewart on Yale machine equipped with Empire Tires wins first place.

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Repairs TUBES OR CASINGS to STAY FIXED. No acids, no heat, no battery, no tools, no patches.

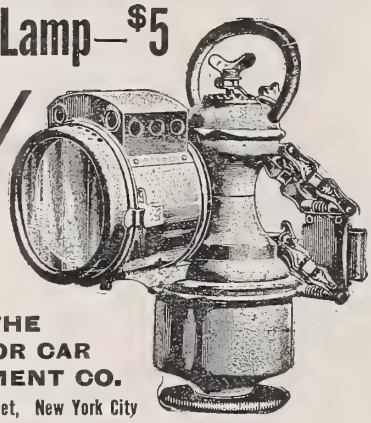
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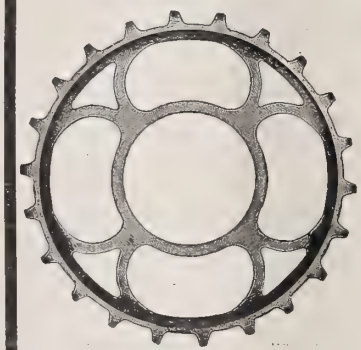
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Integral Generator.
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Weighs Only 23 Ounces.



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GREATEST VARIETY OF MODELS

All sizes for Bicycles, Motorcycles and Coaster Brakes.

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Has it occurred to you that the silky running of Coventry Roller Bicycle Chains means less friction and consequently increased speed? Why not educate your customers to these advantages? We carry a large stock of ½-inch Pitch and 1-inch Pitch Twin Rollers, in widths of ⅛, 3-16 and ¼-inch. Write us to-day for particulars and prices. It will pay you.

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"Rist-Fit" Ventilated

GLOVES

They're specially built for motorcycling comfort. Hands kept cool on hottest day by VENTILATED BACK. Cuffs never sag because of the "RIST-FIT." Gauntlets of heavy stiff leather. Utmost style and service in every pair.

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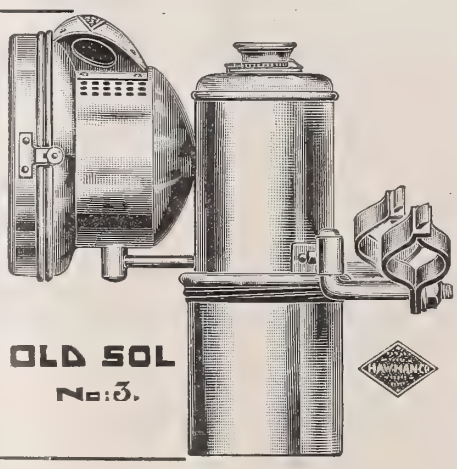
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Price of Lamp..$4 00
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Light about 100 candle power.

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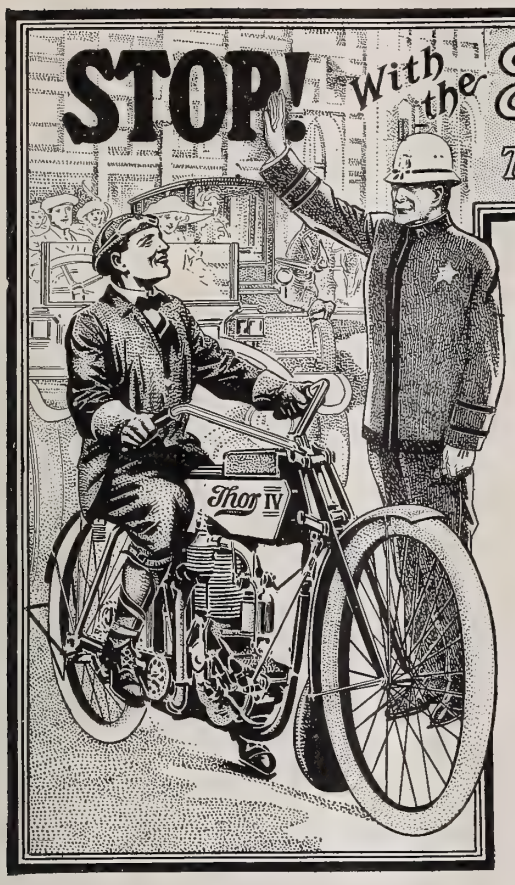
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Do not deal in superlatives, but customers who have dealt here for twelve years, could talk interestingly to those who have never bought from me.

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This Clutch is designed after the same principle as used in the THOR Coaster Brake. A Multiple Disc Clutch that runs in oil on Ball Bearings.

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Have you noticed that the THOR IV has won all the important Endurance Contests this season so far and always from a classy field? There's a reason. You should investigate and find out. A THOR just eats up road work of any kind.

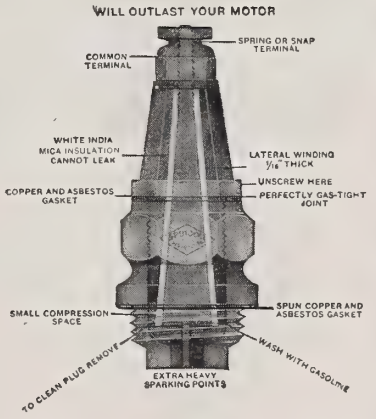
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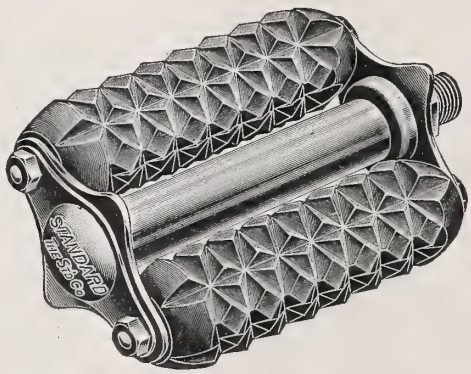
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From the feet up, there is resilient comfort in the



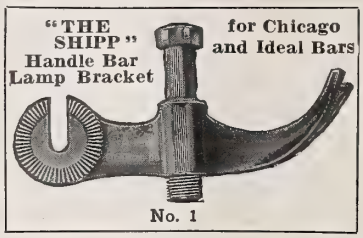
No. 3 Standard Motorcycle Pedal

Plenty of rubber, of the kind that lasts a long, long time without wearing out or getting hard. Deep corrugations so that the foot clings to the pedal. The No. 3 Standard Motorcycle Pedals sell for $3 per pair.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

Send for descriptive circulars

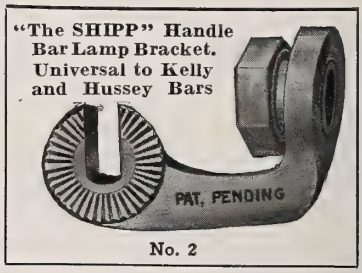
The Standard Co.
TORRINGTON, CONNECTICUT

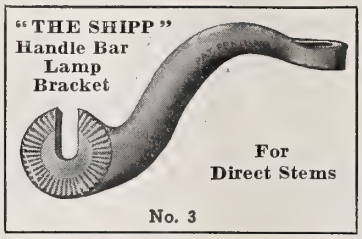


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THE FLYING MERKEL

wins every event, and one second place as well, out of four races. The "Yellow Pup" is certainly all there when it comes to getting over the ground in a hurry. She's just as hard to beat for comfort, too.

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IS VICTORIOUS

The National F. A. M. Championship for 2 miles was won by Ben Broadrick at Oakland, Cal. He rode an Indian, Bosch Equipped of course; time 1.29.

Where speed and consistency are essential to victory the Bosch Magneto is invariably chosen. It is quite worth your while to

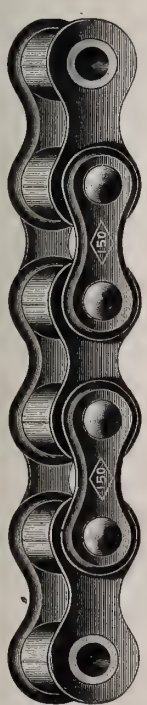
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being the product of a firm now and always recognized as the leader in its line, can be depended upon absolutely to do their work well throughout a long life. By insisting upon Diamond Chains, you protect yourself against bad service and repair troubles. Ask any user.

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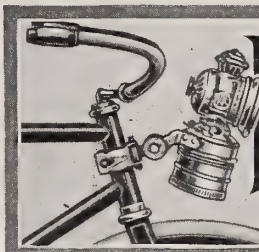


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Capacity 8,000,000 feet per year

(104)



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"Search-Light" LAMP

Burns Gas—Makes Own Gas

(Made by Bridgeport Brass Co.)

Now is the time to get that lamp for your wheel. Riding nights are here, and you'll want a powerful, brilliant lamp —and you'll want it more than any other part of your equipment.

Write us today.



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Are you prepared to reap the benefits of this unprecedented demand?

"Toledo" Bicycles have fully satisfied discriminating riders for SIXTEEN YEARS.

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It is a great talking point for dealers.

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1-2 in. pitch Roller Chain



1-8 in., 3-16 in., and 1-4 in. wide

(615)

The SWEETEST RUNNING and MOST DURABLE CYCLE CHAIN is the RENOLD ½ in. pitch Roller Chain, because:—

On a given diameter of sprocket there are twice as many teeth as for a Block chain.

The use of Rollers greatly reduces the friction between the chain and wheel teeth.

The Roller Chain permits of a better tooth form than the block.

The Roller Chain, width for width, is stronger than the block.

The Roller Chain does not tighten up in mud so readily as the Block type, and adjustment for slack is not so important.

Records show that Renold Roller Chains last nearly twice as long as Block Chains.

The RENOLD TWIN ROLLER CHAIN has many of the advantages of the ½ in. pitch, and any rider can learn what these are without the expense of fitting new sprockets, because the Twin Roller Chain will run on sprockets cut for block chains.

1 in. pitch Twin Roller Chain



1-8 in., 3-16 in., and 1-4 in. wide

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Insist on Having Saddles Bearing Our Name



Are You Accepting a Cheap Substitute?

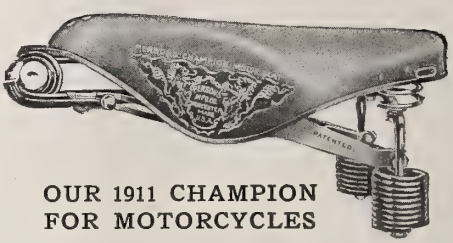
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(For Bicycles)

Size of Top, 11" x 7¾" List Price, $2.75

For complete description see our full page advertisement in the May 6th issue of this paper, or write us for catalogue.

Specify This Superior Quality Saddle as Equipment. It Will Cost You No More



OUR 1911 CHAMPION FOR MOTORCYCLES

Compare this Saddle With Any Other Make. That's Fair.

MOTORCYCLISTS—JUST THIS!

Insist on being shown our 1911 Model Champion in comparison with any other Saddle before specifying equipment on your machines. We are satisfied to rest on your decision. QUALITY WINS.

THE PERSONS MFG. CO., Worcester, Mass.

SCHRADER UNIVERSAL VALVE



(Trade Mark, registered April 30, 1895.)

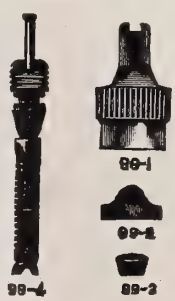
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In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



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Manufactured by

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HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO

The KELLY ADJUSTABLE HANDLE BAR

"The Handle that Handles Handily."



Permits those changes of position that best suit the need or mood of the rider.

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The
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A WINNER

Fast Strong
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The Only Bicycle in the World Built for Sprint RACING on Small Board Tracks.

Three Reasons Why

First. It brings the rear wheel four inches closer to the hanger, bringing more weight on the rear wheel, and relieves the strain from the front wheel and forks. This will be appreciated by all track riders, as it is a well established fact that in order to acquire any great amount of speed on tracks with sharp turns, it is essential to have all possible weight of the rider on the rear wheel.

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Third. The rear stays being much shorter, are stronger, and will prevent the sprockets from pulling out of alignment with each other under great strain.

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Glass-and-Steel Spark Plugs

ANDERSON SPARK-PLUG CO.
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STEVENS'
Motorcycle Pedals



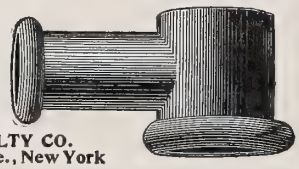
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Makes Magneto WATERPROOF

Price 15c. Each Postpaid

DEALERS write for discount.



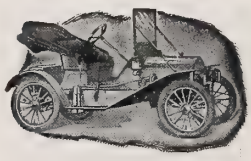
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completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

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Who? Tell Us

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TIRE=DOH

Permanently repairs punctures and blowouts in tubes or casings in a few minutes *without vulcanizing.* Motorcycle Outfit, 75 Cents, sent postpaid upon receipt of price.

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BICYCLE AND MOTORCYCLE
Rims and Mud Guards

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STANDARD BEARINGS
Give
SUPERIOR SERVICE

Standard Roller Bearing Company
Philadelphia

MICHIGAN ROCK MAPLE RIMS —None Better

Made by LOUIS RASTETTER & SONS, Fort Wayne, Ind.

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782 8th Ave. Phone Bryant 1268
THOR, RACYCLE and MERKEL Motorcycles.
Racycle, Pierce and Tribune Bicycles.
Repairing, Accessories.
Aeroplane Wheels, Tires and Other Supplies.

F. B. WIDMAYER CO.
2312 Broadway Phone, Riverside 998
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J. C. FOLEY, Motorcycle Garage,
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Agency for Indian, Thor and R-S.
Repairs, Supplies, Storage.

THE NEW YORK MOTORCYCLE CO.,
THOR DISTRIBUTORS,
Agents for Merkel and Racycle.
Biggest Motorcycle Garage in New York.
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Repairs, Supplies. Telephone, 769-W Bedford.

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All kinds motors repaired and sold.

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Bicycle and Motorcycle Supplies.
Write for our 1911 Catalog.
HUB CYCLE CO.
44-42 Portland St. BOSTON, MASS.

HIGH GRADE

wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



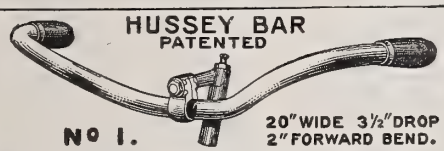
NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE PRICE TO

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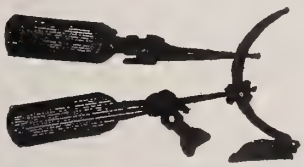
HUSSEY BAR
PATENTED



No 1. 20"WIDE 3½"DROP 2"FORWARD BEND.

Furnished on All Good Bicycles. They Help You Sell.
Specify Them
CONSOLIDATED MANUFACTURING COMPANY
1709 Fernwood Ave. Toledo, Ohio
F. C. CORNISH, 219 Clinton Ave., Newark, N. J., Eastern Representative

WALD REPAIR TOOL



Best tool for repairing single tube tires. Sold by all Jobbers and Dealers.

Wald Manufacturing Co., Sheboygan, Wis.

4000 Motorcycle Cases at 60% Reduction
Goodrich Moulded and G & J Flat
1000 M. & W. Tubes at 33⅓% Reduction
Prices to Dealers and Jobbers
Model "A" Merkel-Light at $150
Write for catalogue and discount.
F. A. BAKER & CO.
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Special Stampings
For Bicycles and Motorcycles

From Steel, Copper, Brass, Aluminum and other metals.

We have been making good stampings for over 15 years. Give us a trial.

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FROM
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Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
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BICYCLE GOODS
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We want every dealer to have our 1911 Catalogue and Bargain Books. Please write us on your letter head for No. 48.
NEW YORK SPORTING GOODS CO.
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BICYCLES AND SUNDRIES
Prompt and complete shipments



Faupel's Combination "V" Motorcycle Belt

Any size $8.00. State size in order.

Collapsible Funnel

for chamoising gasoline and filling motorcycle and auto tanks. Made of aluminum, neat and clean. Size collapsed, 3 1-4 x 1 1-4 inches. Price 75c. (including postage).

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MOTORCYCLE TIRES AT HALF PRICE

Don't be skeptical in buying these tires because the price is low. They are of standard construction (moulded type) and were made to sell at regular prices.

You take no chances in buying as we guarantee these tires to be satisfactory and to be the biggest snap ever offered in motorcycle tires. If you don't think so when you receive the tires return to us and we will refund your money This snap won't last long, so send in your order quick if you want to save 50 per cent. on your tires.

PRICES — Single or Double Clincher
Bailey or Grid Iron Tread

26 x 2¼	$5.25	28 x 2¼	$6.25
26 x 2½	5.50	28 x 2½	7.00
26 x 2¾	6.00	28 x 2¾	7.50
28 x 2	5.25	28 x 3	7.75

AMERICAN TIRE & RUBBER COMPANY, 1229-1231 Michigan Ave., Chicago, Ill.

Goods Well Bought Are Half Sold

1911 Overland and Black Diamond 1911 BICYCLES

Invite Your Careful Consideration

Write for Quotations and Territory Allotment Today

BI-MOTOR EQUIPMENT COMPANY
177-179 Portland Street Boston, Mass.

FAUBER HANGERS

mark the quality bicycles. See that your bicycle is equipped with the Fauber. Our big factory is being further increased for the production of Fauber hangers and sprockets.

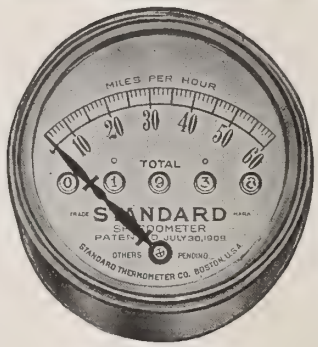
Great Western Mfg. Co.
LA PORTE, IND.

The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

Why take ordinary lamps, when you can have Solars?

BADGER BRASS MANUFACTURING CO.
Kenosha, Wis. (39) New York City



New model for 1911.
Price, $18.00.

STANDARD SPEEDOMETER

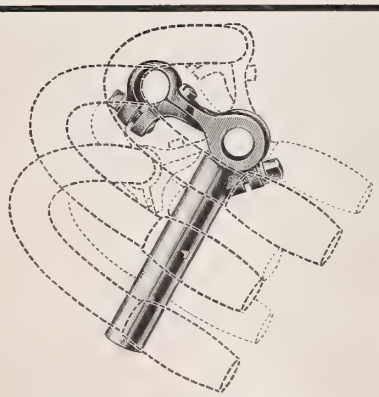
"THE INSTRUMENT OF PERMANENT ACCURACY"

The only Motorcycle Speedometer that has made good. Front and rear drive attachments for every make of motorcycle. Option of 60 or 80 mile dials without extra charge. Agents, place your season's order NOW and take advantage of the Quantity Price. Three styles to choose from.

Prices—$15.00, $18.00, $20.00

Twenty police departments use Standards because they are accurate.

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ECHO ALL-WAYS EXTENSION HANDLE BARS. Fit any stem.

Keep the Cash Register Jingling

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FORSYTH SPECIALTIES

We also make the famous Forsyth Coaster Brakes, Chain Guards and all connections, Brake Levers and connections, Brakes, and a host of other useful and salable metal specialties. Every dealer should carry our line in stock. Write us.

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No. 5—MOTORCYCLE PEDAL. RIGID FRAME, RAT TRAP.
Well made, durable and sold at attractive prices.

Your bicycle tire needs are exactly met by at least one, and perhaps all, of these four leaders from

KOKOMO



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.



Kokomo Dotted Tread

A tire that prevents skidding and is safe and reliable on wet, slippery roads and city streets. Of high quality and careful construction. Furnished in road weight or in thick tread.



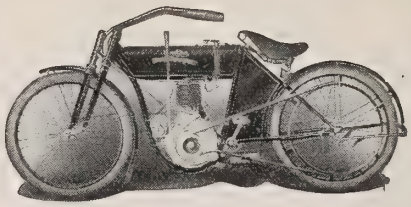
Kokomo Guaranteed Red Thorn

Made of red rubber, is extra heavy and is built especially for long service.

Are you profiting by what we offer you in Kokomo Tires?

KOKOMO RUBBER CO., Kokomo, Ind., U.S.A.

If you ride or handle the Emblem, you are behind the Emblem and the Emblem is behind you. If you don't, you are pretty sure to be behind the Emblem, but in a different and unpleasant sense. Why not be "Emblematic"? We're friendly.

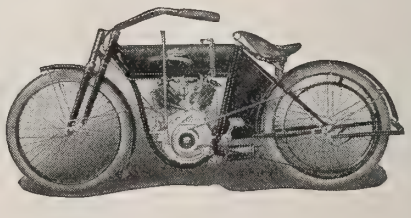


EMBLEM MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

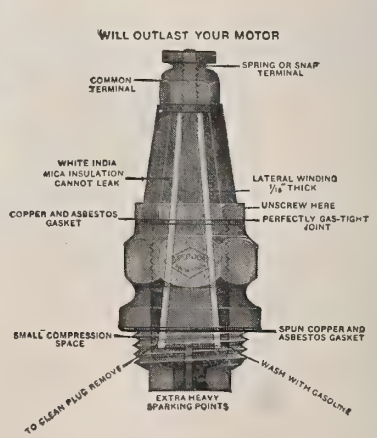
EMBLEM



SPILTDORF PLUGS

Win Every Event in Two Race Meets

At the Atlanta, Ga. Meet, May 20, and at the San Francisco Meet, May 21, every winner was equipped with



Splitdorf Motorcycle Plugs

the Plugs that are made expressly for motorcycles. There is nothing so quickly convincing of the superiority of SPLITDORF Plugs as the continuous SPLITDORF victories, both here and abroad. The leading riders know they are the best.

Chicago: 1110 S. Michigan Ave.
San Francisco: 520 Van Ness Ave.
Detroit: 868 Woodward Ave.
Boston: Motor Mart.
Los Angeles: 1226 S. Olive St.

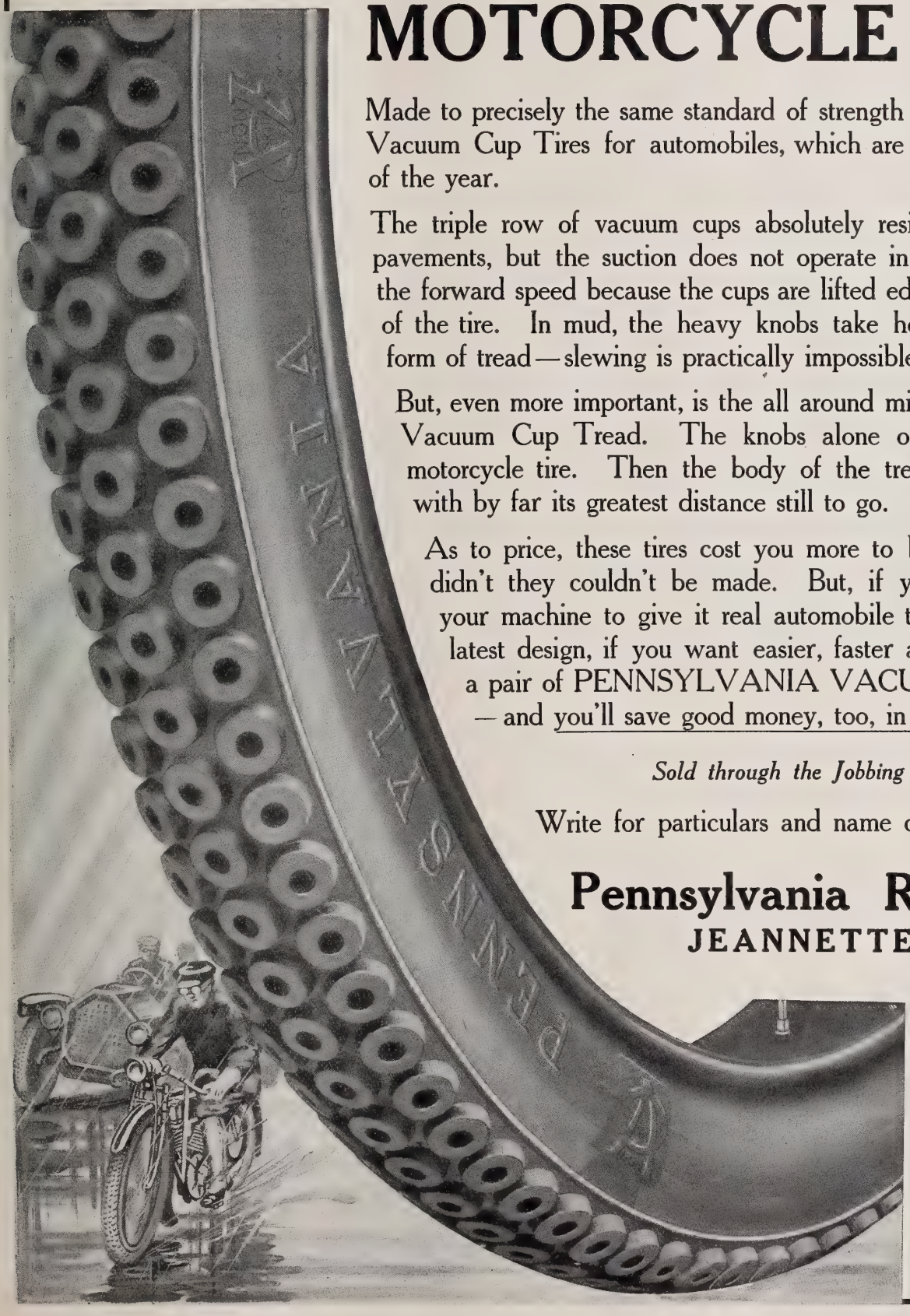
Branch
1679 Broadway

C. F. SPLITDORF

Walton Ave. and 138th St., NEW YORK

Set a New Pace in Motorcycle Tire Service

Pennsylvania Vacuum Cup MOTORCYCLE TIRES



Made to precisely the same standard of strength and efficiency as our Vacuum Cup Tires for automobiles, which are the service sensation of the year.

The triple row of vacuum cups absolutely resists skidding on wet pavements, but the suction does not operate in the slightest against the forward speed because the cups are lifted edgewise by the rolling of the tire. In mud, the heavy knobs take hold as can no other form of tread—slewing is practically impossible.

But, even more important, is the all around mileage capacity of the Vacuum Cup Tread. The knobs alone outwear the ordinary motorcycle tire. Then the body of the tread goes into service with by far its greatest distance still to go.

As to price, these tires cost you more to buy. Yes. If they didn't they couldn't be made. But, if you think enough of your machine to give it real automobile tire equipment of the latest design, if you want easier, faster and safer going, buy a pair of PENNSYLVANIA VACUUM CUP TIRES —and you'll save good money, too, in the long run.

Sold through the Jobbing Trade.

Write for particulars and name of nearest distributor.

Pennsylvania Rubber Co.
JEANNETTE, PA.

BRANCHES:

1741 Broadway
New York City

1241 Michigan Avenue
Chicago, Ill.

505 Liberty Avenue
Pittsburgh, Pa.

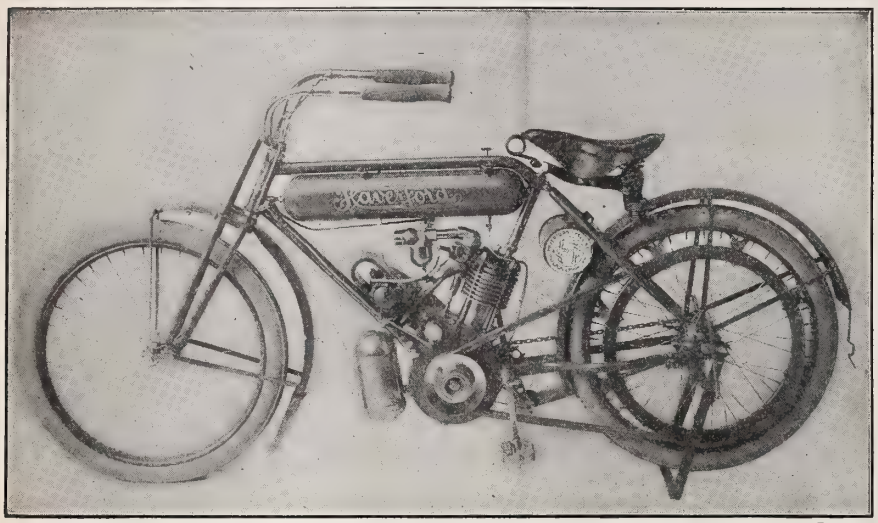
882 Woodward Avenue
Detroit, Mich.

512-14 Mission Street
San Francisco, Cal.

930 S. Main Street
Los Angeles, Cal.

67 S. 10th Street
Minneapolis, Minn.

The Haverford



Haverford Cycle Company

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.
427 10th ST., N. W., WASHINGTON, D. C. 763 MAIN ST., BUFFALO, N. Y.
945 BROAD ST., NEWARK, N. J. 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

Motorcycles for the Masses

are now made possible by the production and sale of a thoroughly satisfactory motorcycle at a price within the reach of everyone.

$185

Includes:
Bosch Magneto
Schebler Carbureter
4 Horsepower Engine

$150
with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

¶ Do you want to be a live agent or the satisfied owner?

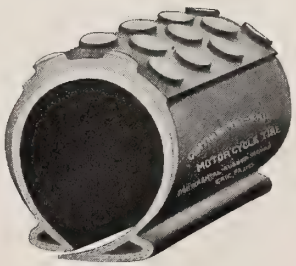
¶ Catalogue or agents selling proposition on request.

1911 Models Now Ready

EVERY DAY SERVICE

and not special performances is what counts in a motorcycle tire. Tires built specially for special events are not what you want for equipment on your machine.

Continental-Erie



Anti-Slip Tread

Motorcycle Tires

are constructed to meet the requirements of your machine in every day service and are guaranteed to reduce your tire expense to the minimum.

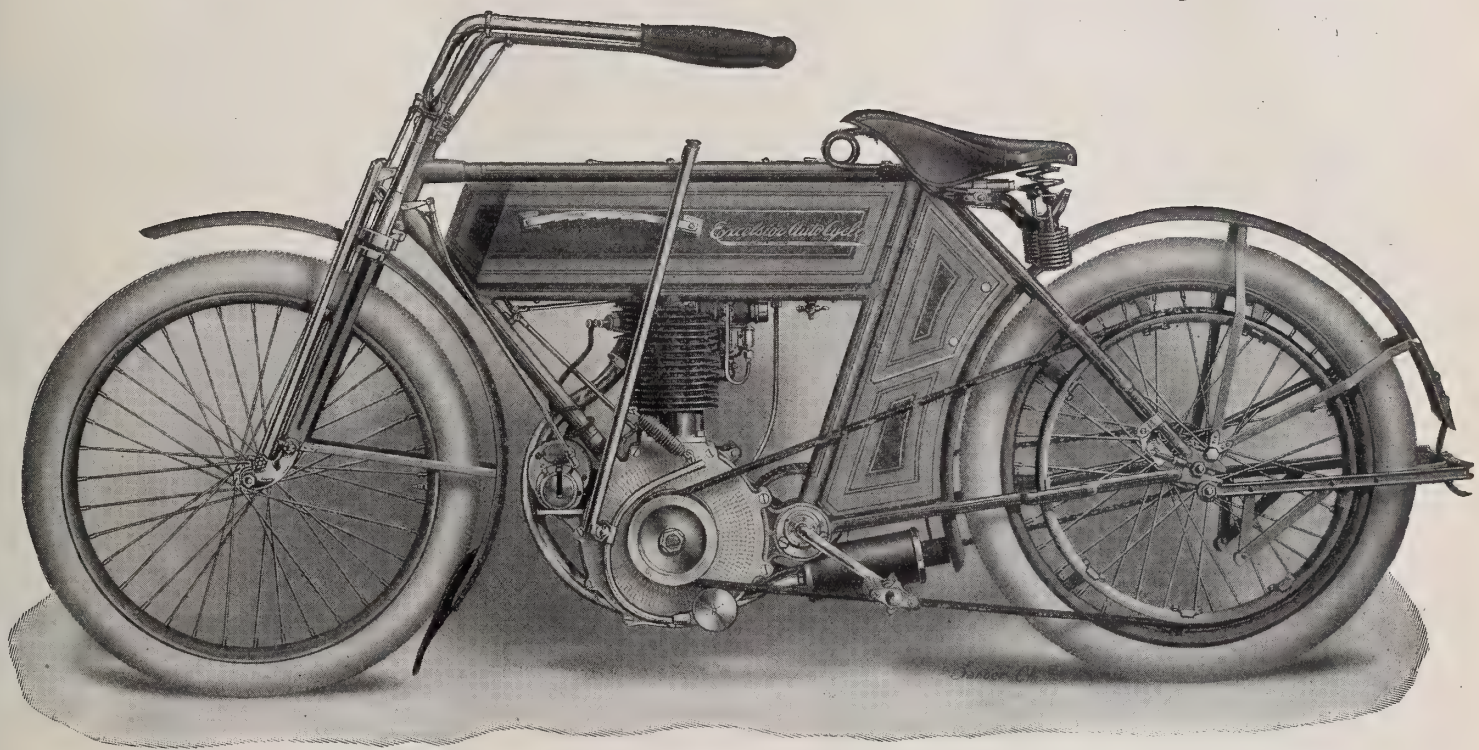
Ask Your Jobber — He Knows

CONTINENTAL RUBBER WORKS, Erie, Pa.

New York Branch—35 Murray Street

EXCELSIOR AUTO-CYCLE

"ALWAYS ON THE JOB"



A Few of the Excelsior Decoration Day Wins

A telegram, May 30, from the Tuileries race track in Denver, Col., says: "In five mile open race for dealers, all withdrew their machines, admitting Excelsior was too fast in five mile exhibition against time. Walters (Excelsior) made 4:40 flat."

Telegram, May 28, from Denver, says: "At opening of White City track, Denver's new motordrome, May 27, Joe Walters (Excelsior) wins five mile open single cylinder race in 4:42⅕. May 28, at the Tuileries new third-mile saucer, in ten mile open, single cylinder race, Walters (Excelsior) wins in 9:52."

In the Cleveland Motorcycle Club's Decoration Day endurance run, the Excelsior team made perfect scores.

At Guttenberg, N. J., on May 28, Cox, on an Excelsior, won two out of four events.

At Atlanta, Ga., on May 27, the Excelsior won two firsts.

At Peoria, Ill., on May 30, the Excelsior won two firsts.

In the Newark (N. J.) twenty-four hour endurance run, six Excelsiors finished.

In the Chicago three day race meet, May 28-29-30, the Excelsior again demonstrated its ease of handling by winning first and second in the five mile novice. Williamson (Excelsior) won the five mile private owners, 30.50 class. De Salvo (Excelsior) won the 20 mile free-for-all, and De Salvo (Excelsior) equalled the track record of 1:00⅗ for the mile, flying start.

EXCELSIOR SUPPLY COMPANY

400 W. Randolph St. CHICAGO, ILL.

San Francisco Branch—361-363 Golden Gate Ave.

Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.

BROOKS BE'S

Be critical—pick up a BROOKS and go all over it, examine its minutest part—then do likewise with another saddle, and —make comparisons.

Such a test will prove the absolute superiority of the

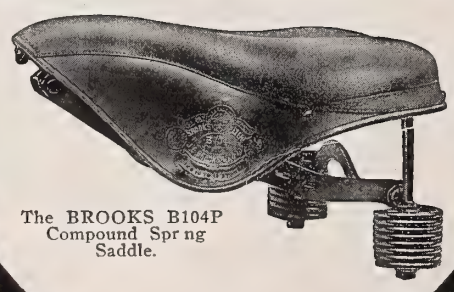
BROOKS—

the original and only genuine compound-spring saddle—

and convince you of the wisdom of making that saddle your standard fitment.

Sole Agents for Cycle Saddles—
BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E. C.

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENG.
W. H. W.



The BROOKS B104P Compound Spr ng Saddle.

FISK
BICYCLE
TIRES

One of the Popular FISK LINE



FISK NO. 66 ROAD TIRE is a high-grade tire with regular plain tread. This type is deservedly popular and has been adopted as standard equipment on certain models of Iver Johnson, Pierce, Snell, Pope, Yale and Emblem wheels.

SEVENTY-FIVE per cent. of the new high-grade and medium-price wheels in 1911 will go out with Fisk Bicycle Tires as a result of exacting tests by the large wheel manufacturers.

WRITE for Illustrated Catalog. Among the dozen or more tires in the Fisk Line there is sure to be one just suited to your needs and pocketbook.

DEALERS should write for our interesting trade proposition.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities

What You Get for Your Money is the Amount of Service You Get from the Article You Buy.



Holder of the Kentucky Mileage Record— 20,000 Miles in 12 Months.

Louisville, Ky., May 17, 1911.

CONSOLIDATED MFG. CO., Toledo, Ohio.

Gentlemen:--I take the occasion to write a few lines in regard to Yale Motorcycles.

I have ridden one continuously for the past fourteen months over all kinds of roads and experienced no trouble whatever, omitting a few punctures which are bound to occur.

To anyone who wants a motorcycle that will run seven (7) days out of a week for an unlimited time I can truly recommend the Yale.

I have ridden my new Yale Twin 2693 miles in the last two months and find it O. K. in every respect.

Yours truly,
CHAS. BAUMEISTER.

P.S. Enclosed you will find photo of myself taken on the Yale 7 H.P. My home address is Pewee Valley, Ky.

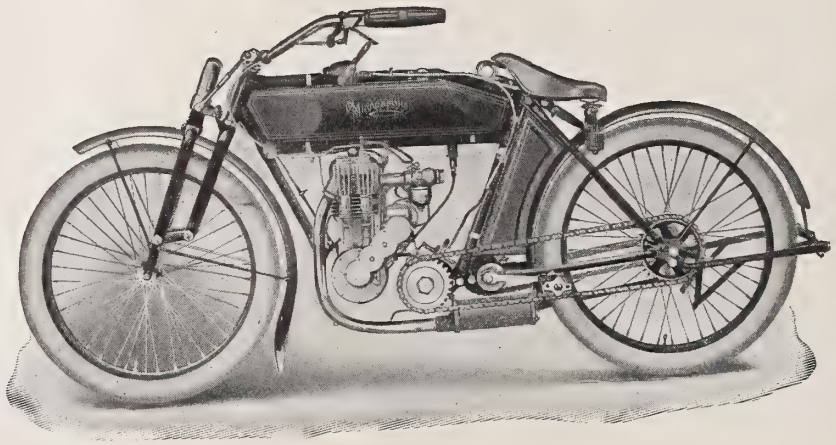
It Will Pay You to Investigate That Quality Feature Which Predominates in Every Yale Motorcycle—A Guarantee of Satisfactory Service.

THE CONSOLIDATED MFG. COMPANY

1709 Fernwood Avenue Member M. M. A. **TOLEDO, OHIO**

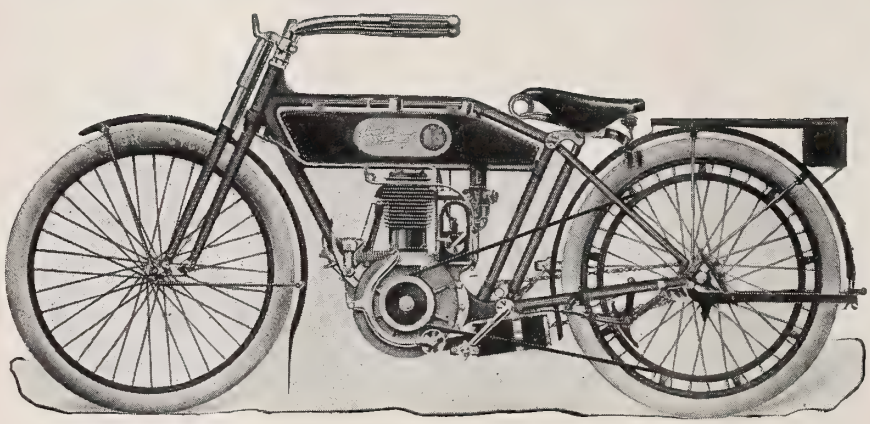
Minneapolis "Big Five"

Model "N"



Free Engine Clutch
Two Speed Gear
Unit Power Plant
Full 5 Horsepower
Only One Drive Chain
Large Sprockets
Enclosed Drive Gears
Hess-Bright Bearings
Clutch Runs in Oil
Low Saddle Position
Perfect Spring Fork
Prompt Deliveries

MINNEAPOLIS MOTORCYCLE COMPANY
517 South 7th Street **Minneapolis, Minn.**



THE NEW R-S
Has Come Into Its Own

The First Public Test of The 1911 Reading Standard

was in the New York Motorcycle Club Double Century Run, May 7.

Four New 1911 Reading Standards started; all finished with perfect scores. No trouble, no delay, no worry. The comfort, convenience and safety of the Double Brake System, Adjustable Foot Rests, Shock Absorbing Seat Post, and above all the remarkable efficiency of the R-S Ball Bearing Motor was conclusively demonstrated, not only to the riders, but to nearly one hundred (100) contestants who watched the performance of this machine with great interest. The first 50 miles became a road race and the New R-S proved its speed as well as reliability, two of them being the first singles to reach Patchogue, beaten only by three big twins, two of which started several minutes ahead of the R-S.

A Word to Live Dealers—The New R-S has more visible and prominent selling points than any other motorcycle now on the market, and above all there is quality in design, workmanship and material that has ever before been reached on motorcycle construction. We have some valuable territory open. Write for catalogue and terms.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

FREE To You



FREE To You

The Diamond Motorcycle Tire Poster

Reproduced from original oil painting by Artist William Harnden Foster

¶ Beautifully printed in four colors. Mr. Dealer—for your salesroom; Mr. Owner—for your "den." Tell us the make of machine you sell or ride—you'll get the poster by return mail. Fill out and mail the coupon.

THE DIAMOND RUBBER COMPANY, Akron, Ohio

Send Motorcycle Tire Poster.

I drive / sell .....

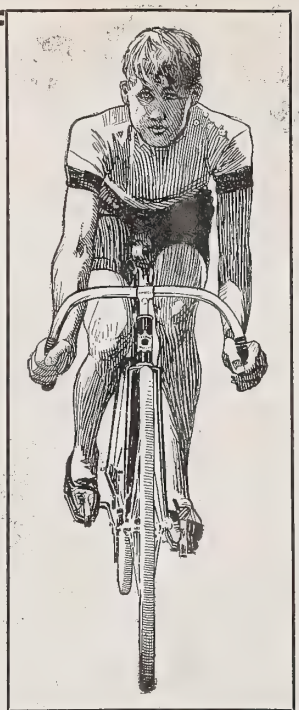
Name .....

Street .....

City .....

State .....

POPE
Racing Bicycles



Used By America's Best Racing Men

COLUMBIA, TRIBUNE AND RAMBLER RACERS

Pope racers are made in three styles, Columbias, Tribunes, and Ramblers, each retaining the distinctive features of its respective line, but containing in addition, special features, suggested by some of America's best racing men. They are real racing machines —not converted roadsters.

What a Prominent Race Promoter Writes.

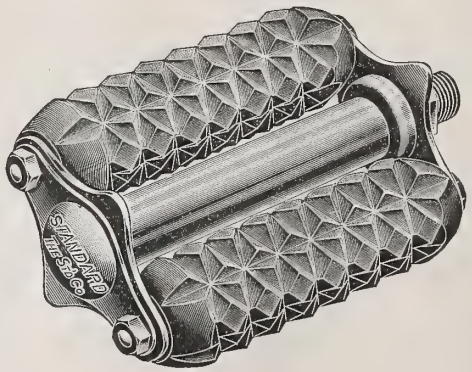
J. M. Chapman, probably the leading race promoter in this country, writes :

> "In the Six-Day Bicycle Race promoted by me in the Boston Arena, October 31st-November 6th, some of my riders changed from bicycles they had been riding to the COLUMBIA, choosing this machine because of its stiffness and less likelihood to break on the steeply banked turns. COLUMBIAS are indeed very popular racing machines and are much in evidence in races. Good Bicycles are very necessary for good riding."

The same qualities which have made Pope Bicycles pre-eminent as racers are responsible for their success in general use.

The Pope Manufacturing Co.
HARTFORD, CONN.

From the feet up, there is resilient comfort in the



No. 3 Standard Motorcycle Pedal

Plenty of rubber, of the kind that lasts a long, long time without wearing out or getting hard. Deep corrugations so that the foot clings to the pedal. The No. 3 Standard Motorcycle Pedals sell for $3 per pair.

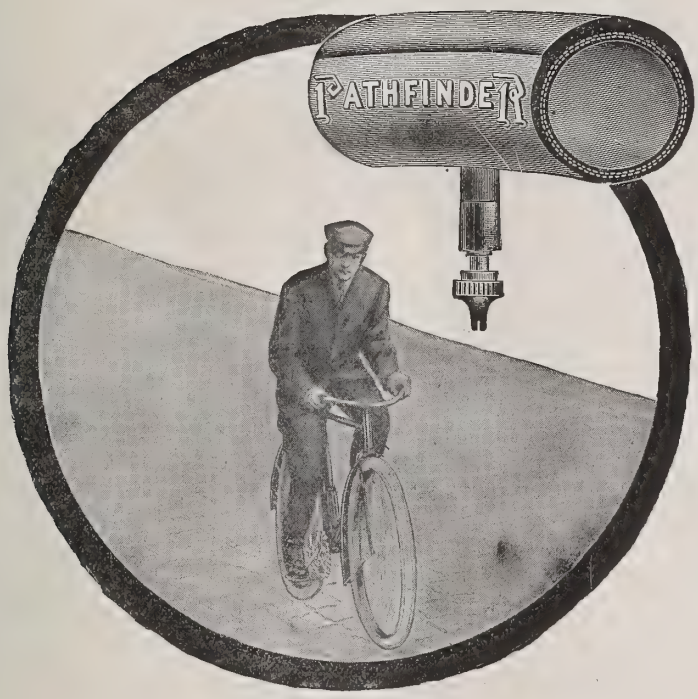
EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

Send for descriptive circulars

The Standard Co.
TORRINGTON, CONNECTICUT

A Strong Selling Advantage

—Greater Business for Dealers in Bicycle Tires When They Point Out to Riders the Truths Told Here



The ease in making repairs on the **Goodyear Pathfinder Bicycle Tire** is the great secret of this tire's wonderful popularity.

This is due to its *tube* of *new*, first-grade Para rubber, fresh from the rubber trees.

Either plugs or vulcanization repair it *in a hurry*.

Riders *want* tires that repair the quick, simple, easy way.

Selling *easily-repaired* tires to them brings you *re-orders*. It makes that rider a powerful advertisement for your business—among *his friends*. Hence it produces *new business*.

Dealers, taking advantage of that fact, are making *big money* on

GOODYEAR
Pathfinder Bicycle Tires



That is the way to enlarge *your* business on bicycle tires—without additional effort.

Note, in the photographic illustrations, the seen-at-a-glance superiority of the **Goodyear Pathfinder Tires.**

These are the things that *induce* riders to purchase this remarkable tire—the sound satisfaction the tire gives, the increased mileage and the ease with which repairs are made cause re-orders and *bring* in *new* business to Goodyear dealers.

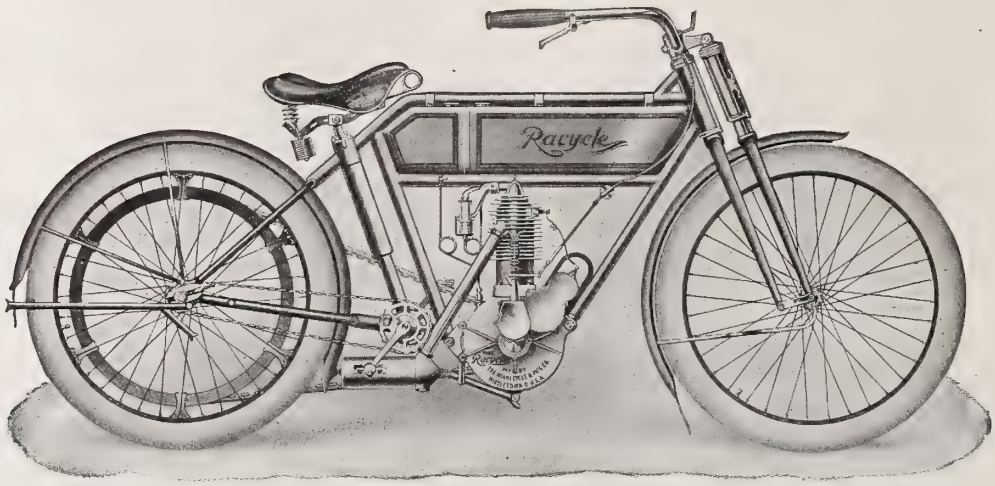
Please consider these points in connection with your own business—figure the volume of increased bicycle tire business that must result from taking advantage of the Pathfinder's merit.

Then write us. Allow us to give you trade quotations and our proposition to dealers. Please write today to

The Goodyear Tire & Rubber Company
Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

Quality Means Economy—"Racycle" Means Both



It's Not What We Say
It's What the Machine Does that Proves

Free Engine Clutch or Idler

THE Racycle

Spring Seat Post and Forks

A Great, Big Winner

Read what C. A. Fenn, of Bloomington, Ill., says:

"What I think of the Racycle Motorcycle can all be summed up in very few words. You are one or two years ahead of the rest of them and you have them beat to a stand still. The Racycle Clutch, Spring Saddle Post, and Control simply make the average prospective customer forget that there is anything else made that is called a Motorcycle."

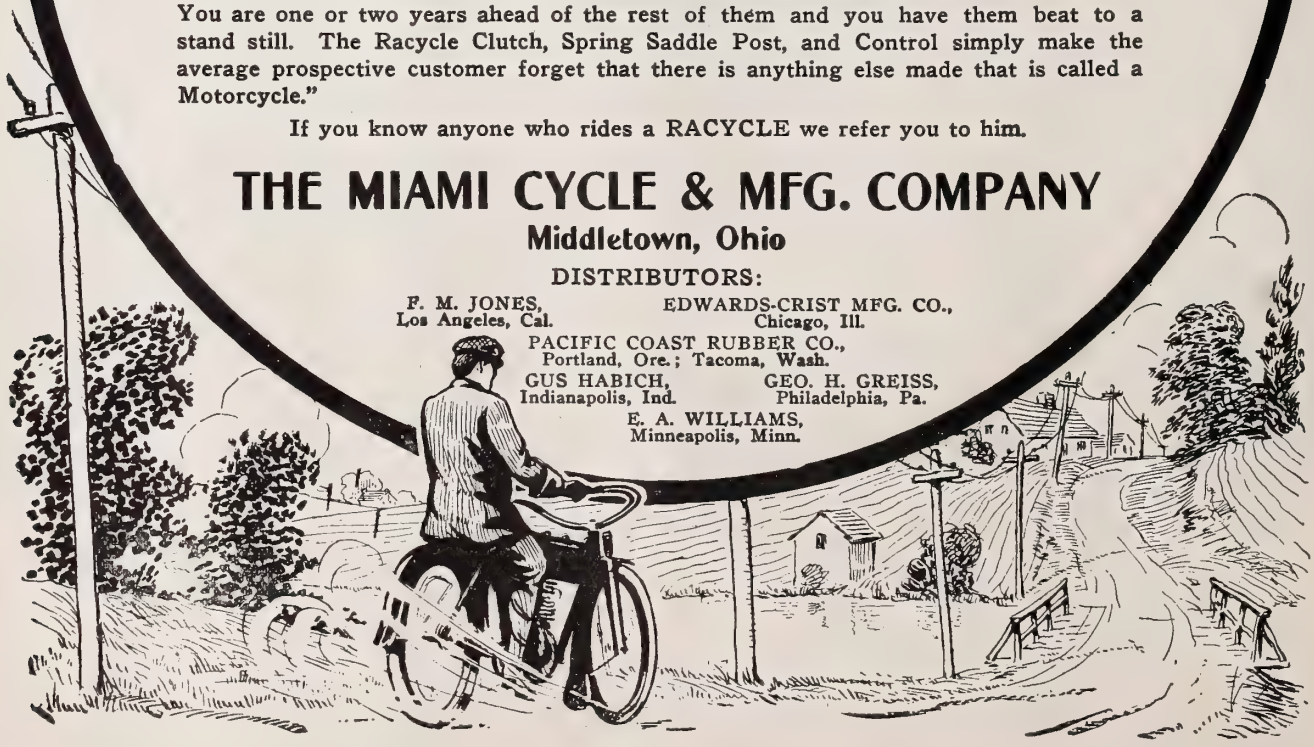
If you know anyone who rides a RACYCLE we refer you to him.

THE MIAMI CYCLE & MFG. COMPANY

Middletown, Ohio

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THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, June 3, 1911. No. 11

RELIANCE PLANS TO CONTINUE

Creditors Agreeing to Bandlers' Proposition —New Engine and Oiling System Designed for 1912 Model.

The Reliance Motorcycle Co., of Oswego, N. Y., is not to retire from the field of motorcycle manufacture but is to make preparations for re-entering the market in 1912, according to the plans approved by a large proportion of the company's creditors. The company, it is claimed, already has received acceptances from over half the creditors in connection with the offer made to the latter after the Reliance factory shut down recently, and it is expected that an overwhelming proportion of the creditors will agree to the proposition, rather than to insist that the business be closed out at a forced sale.

At the creditors' meeting held in New York on Friday of last week, the prevailing sentiment, as construed by the Reliance backers, was to permit the Bandlers to go ahead and manufacture machines for 1912. The offer made to the creditors by the company is that if the creditors will accept 1912 notes for their claims and permit the company to continue, the Bandlers, who with their friends have already advanced $40,000 for the business, will waive their claims against the company for this money, and will advance enough more to finance a 1912 output of machines, repaying to themselves only the money that they advance from this time on. The net proceeds of the 1912 output is to be divided pro rata among the creditors, after which the plant is to be sold for the benefit of the creditors unless the Bandlers decide to continue with it, in which case they would make satisfactory arrangements with all the creditors.

So confident are the Reliance people that the remaining creditors will generally take the same view as that indicated by those who already have accepted the proposal for continuance, that they are losing no time in making ready for next year. The defects in the engine and oiling system of the 1911 model, which were the cause of the company's suspending business, are being avoided in the 1912 model. A new engine has been designed and an improved oiling system is being tried out. The 1912 model is to be a single cylinder machine, and will be given adequate test and refinement before quantity production begins.

The Nightingale Will Warn No More.

The Nightingale Whistle Mfg. Co., 1777 Broadway, New York City, has been petitioned into bankruptcy. The company has been making warning exhaust whistles for motorcycles and automobiles. It is charged that the company is not only insolvent but has secretly transferred practically all of its assets to one of its creditors, Joseph J. Mackeown, in order to prefer him. The petitioning creditors are Stanley G. Flagg, Jr., $448; Schultz Bros., $83, and Charles L. Curtis, $19. The company was incorporated in January, 1909, with $1,000 capital, but has been at a standstill for several months.

S. D. Mfg. Co. Incorporates.

The S. D. Mfg. Co., of Brooklyn, N. Y., which has been making shaft drive motorcycles on a small scale, has been incorporated with a capitalization of $30,000. Its objects are stated to be the manufacture of automobiles, accessories and motorcycles. The incorporators are J. R. Spangler, H. Spangler and G. DeWald, all of Brooklyn.

SECOND HAND PROBLEM PRESSES

Dealers Find the Taking of Machines in Trade is Troublesome—A Tradesman's Suggestions.

Second hand motorcycles are becoming an incubus that harasses not a few dealers who have not yet faced the second hand question squarely and arranged for its solution so far as they are concerned, and in some cases the selling representatives of the motorcycle manufacturers are being called upon to help dealers in the handling of the problem. In speaking of this phase of the trade, where dealers are encountering an embarrassing demand on the part of intending customers that old machines be made the basis for a liberal allowance on new mounts, a visiting selling expert says:

"All motorcycle dealers are confronted to some extent with the difficulty of having to take old machines in trade for new ones, but some dealers have it a great deal harder than others. In this respect the new dealers, especially in towns where motorcycling heretofore has not had much hold, are by far the most fortunate, as most of their customers are people who are buying their first mount and have no old machine to turn in. I find that practically all dealers, however, have to take old machines in trade or lose some sales.

"When a dealer asks my advice about second hand machines, the one thing that I urge is for him to avoid taking second hand machines and selling them in competition with the new machines for which he has the agency. If he must sell them from the same store, let him have a distinct second hand department, even if it be only a square space marked off with a chalk

line. His customers for second hand machines should be kept as a separate class from his prospective customers for new machines. What is of the next importance is that in taking old machines in trade, the greatest caution should be used not to allow too much. Lots of dealers forget that it takes as much time and effort to get their money out of a second hand machine on which they have been a little too liberal in making an allowance, as it would to convince the customer for the new machine that he should buy even if the allowance on his old machine is not quite as big as he expected.

"I foresee that there will come a time when the dealers in the different cities will get together and come to some understanding as to just how much should be allowed on old machines. In one city the dealers are considering the scheme adopted by some of the automobile agents, where all the agents in a town help maintain a central second hand establishment, to which the second hand machines taken in by the agents are sent to be sold. The manager of this second hand depot sets the price at which he will take any particular second hand machine, and no matter what agent it comes through, that price is the same. All the agents are thus placed on an equal footing so far as making an allowance to the customer who wants to turn in the old machine, and the agents suffer no losses through mistakes in allowing too much under stress of competition."

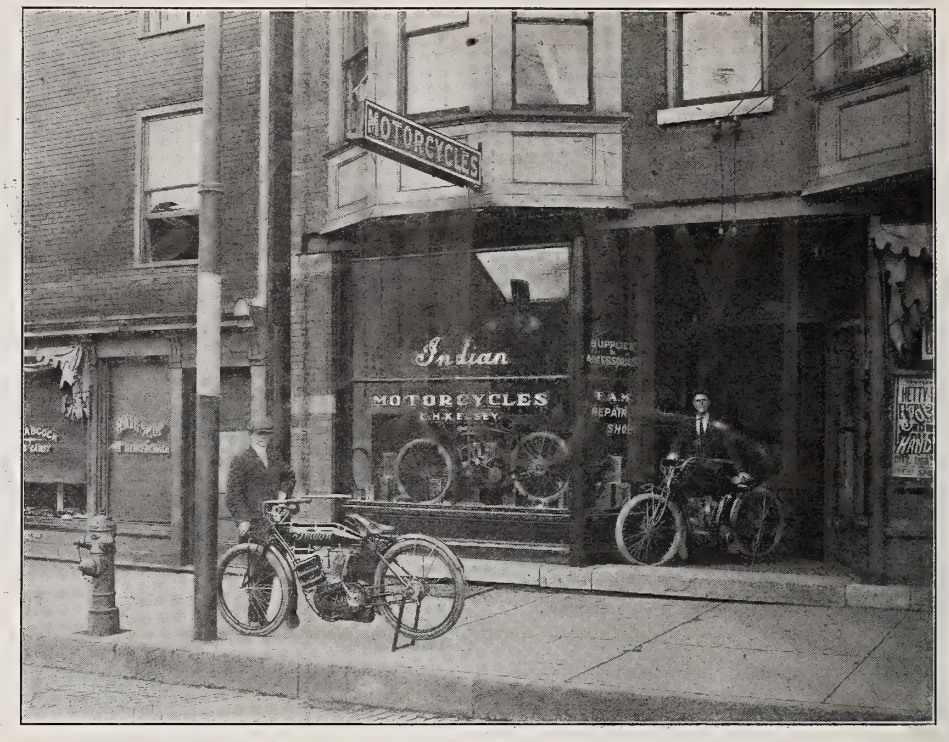
Miles of Paper in an Accessory Catalog.

Motorcycle supplies occupy a conspicuous place in the 1911 catalog of Charles E. Miller, the New York manufacturer, jobber, exporter and importer, who maintains 11 branches in various cities. The cover is in colors, and shows a motorcyclist and a party of automobilists watching an aeroplane cutting aerial capers over a motor boat. A huge edition of the catalog has been issued, and it required 40 one ton automobile truck loads to make delivery to the post office for mailing. The white paper as it came from the mill, would have made a band five feet wide extending from New York to Boston, and the finished catalogs, if piled on top of each other in one pile, would have made a tower in the air nearly 1,000 feet higher than the combined height of the three tallest buildings in New York—the Metropolitan, the Singer and the Park Row buildings—if they were placed one above the other.

Indian Twin Stolen at New Haven.

It is a long, long time since motorcycle thieves have operated in New Haven, Conn., but they have put the town on their visiting list again. On Wednesday night, 1st inst., a 1911 Indian 7 horsepower chain drive twin, finished in blue, was stolen from James F. Cox's garage at 165 Dover street. The motor number was 71C496. Any information concerning the stolen machine should be sent to Captain Thomas J. Dunn, detective bureau, police department, New Haven, Conn.

LITTLE FALLS, N. Y., HAS A NEW ESTABLISHMENT.



Charles Kelsey has opened a motorcycle salesroom and garage at 56 West Main street, where he also maintains a repair shop. He handles the Indian.

Twitchell Gauge Patent Sustained.

After a period of litigation, the W. D. Newerf Rubber Co., of Los Angeles, Cal., has obtained a victory sustaining the patents relating to its Twitchell air gauge for indicating the pressure in pneumatic tires, and has obtained an injunction against the Northam Auto Pressure Gage Co, preventing the later from manufacturing a similar device. Charles R. Twitchell, the inventor of the Twitchell gauge, was the complainant, and the decree in the United States Circuit Court for the Southern District of California, Southern Division, sustains the validity of his patent No. 927,298.

Cycle Exports Almost Doubled.

Almost a doubling of business for the month of April is shown in the exportation of American bicycles and parts in the official report for the month, as compared with the same month last year, the increase being from $58,138 last year to $107,698 for April of 1911. For the ten months ending with April, 1911, the total of cycle exports is $715,150, as against $486,670 for the corresponding ten months in 1910.

Death of R. E. Hardy.

R. E. Hardy, president of the R. E. Hardy Co., Chicago, Ill., died of heart failure on the 24th ult. He was 36 years old, and the end came suddenly and unexpectedly. The business of the R. E. Hardy Co. will continue as before, under the management of W. B. Canis, treasurer.

Senhouse in Business in Salt Lake.

Steve Senhouse has bought a half interest in the bicycle and motorcycle business of B. M. Anderson, 406 South State street, Salt Lake City, Utah, and has taken the agency for the R-S motorcycle. Senhouse has been a professional cycle racer for some four years or more, and just recently returned from a trip to his home in Australia.

Kreamer Loses Customs Protest.

As a result of a protest made by George I. Kreamer, of Los Angeles, against a tariff assessment of 45 per cent., the Board of General Appraisers in New York has ruled that motorcycles, as far as the tariff goes, cannot be considered as "household effects," and upholds the assessment.

Habich Takes Excelsior Agency.

Gus Habich, the Indiana agent for the Thor at Indianapolis, has bought out the Indianapolis branch of the Excelsior Motor Company, owned by A. C. Byerly, and Byerly has been retained by Habich as manager of the motorcycle department.

Have Merkel for Tacoma.

Tacoma, Wash., has a new motorcycle establishment, the firm name being Packard & Day. The proprietors are Ray Packard and Rae K. Day, and they have taken the Merkel agency. The salesroom and shop is at 944 South D street.

SIMPLE ACID TESTS FOR OILS

Page Tells Why They Are Valuable in Protecting Ball Bearings—Discovering Dangerous Adulterants.

Complaint has been made many times of late that some kinds of lubricants and greases have a tendency to corrode or eat the surface of ball bearings, making them rough, resulting in deterioration and reduction of efficiency. In fact one ball bearing manufacturer has gone so far as to prepare special greases and lubricants of his own for use in connection with ball bearings of his manufacture, in order that the bearings may not suffer from acid etching of the polished surfaces. On this point, however, Victor W. Page, of the engineering department of the New Departure Mfg. Co., Bristol, Conn., expresses the opinion that it is hardly necessary to go to this extreme, as there are a number of excellent standard greases on the market that contain no injurious substances or fillers. He points out that there are simple tests by which manufacturers, dealers or others interested in determining the suitability of any particular grease for ball bearings, may make sure for themselves whether acid or alkali as well as fillers of animal derivation, all of which have a material etching effect on highly finished components of the bearings, exist in the standard lubricants already available. He says:

"The simplest test for acid is to soak a piece of cotton candle wicking in the suspected oil and then wrap it around a brightly polished piece of steel shafting, putting it in a place exposed to the sun for a time. If the surfaces covered by the wicking are etched after 24 hours, it is a good indication that the lubricant has some acid in its composition or that there is alkali present. Obviously, the oil is not suited for ball bearings.

"The following test is also easily carried out: Procure from any druggist a solution of sodium carbonate and water, equal parts by weight. Take a small quantity of the oil to be tested and an equal amount of the sodium solution. Place them in a bottle or test tube and shake well, allowing the mixture to stand. If there is any acid present it will settle to the bottom as a precipitate and the amount of the deposit will then furnish some indication of the quantity of acid in the oil.

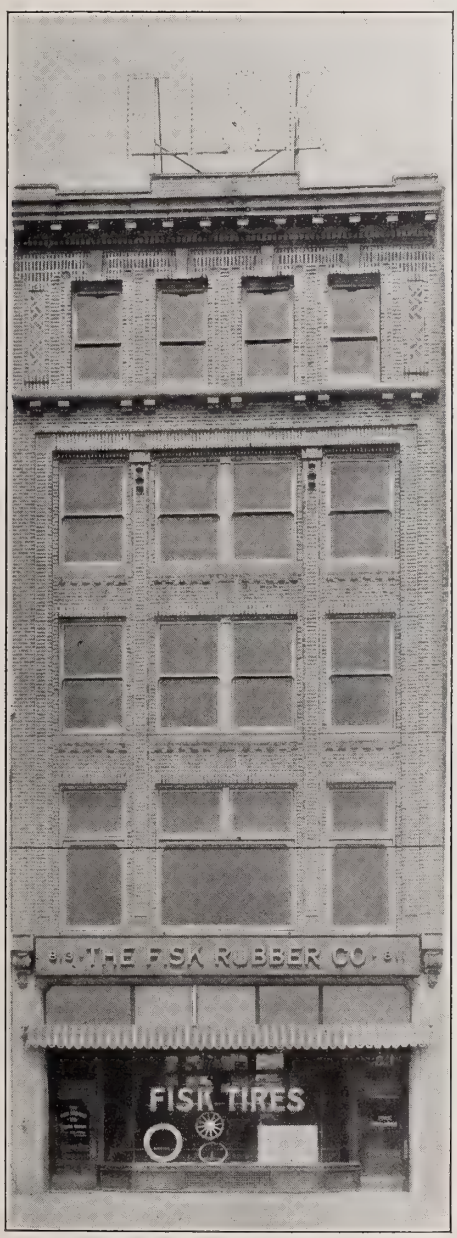
"Another test for acid: Dissolve a small quantity, say a teaspoonful, of the oil or grease in five or six times its bulk of boiling water, and while the oil will not mix with the liquid, any acid present will form a solution with it. A piece of red litmus paper is then placed in the liquid and if it remains red after soaking for some time, there is acid present. If the color of the paper quickly changes to a blue or purple, the oil contains an alkali, and if it changes to a pink tint very gradually, the oil is neutral. This test can also be made with a piece of blue litmus paper, which will quickly turn red if any acid is present, though it gradually assumes a purple hue if the oil is neutral. Litmus paper can be obtained from any druggist at small cost.

"As previously stated, many animal fats contain an acid, as one of the constituent elements, and this substance is generally found in grease made from tallow or 'filled' with some oil of other than mineral derivation. Others are thickened with vegetable oils. To test for either of these in an oil that is represented as a pure mineral product, the saponification test may be tried.

"Place five or six ounces of the suspected lubricant in a sauce-pan and add one or two ounces of caustic soda or concentrated lye. Boil the mixture for 15 or 20 minutes and set it aside to cool A teaspoonful of common salt thrown into the mixture while it is solidifying will hasten the process in many instances. When cooled, examine the compound. If the surface is covered with soap, the oil contains animal or vegetable fats; if not, it is a pure mineral substance.

"Many people may question the value of such tests and may feel that it is not worth while to make any one of the simple experiments detailed, to see if the oil used is at fault. Ball bearings are expensive, however, and as no manufacturer will replace those that have failed because of the chemical action caused by acids or alkali, it behooves one to ascertain definitely if the lubricant one is using is suitable for the purpose, and not to depend upon the word of a more or less interested dealer."

FISK'S NEW BOSTON BRANCH.



In Boston, Mass., the Fisk Rubber Co., of Chicopee Falls, has taken possession of its new building at 811-813 Boylston street, in Automobile Row.

Describes Wide Range of Sundries.

Dressed in an attractive polka-dot cover, and loaded with illustrations and descriptions of a very complete assortment of standard bicycle sundries and bicycle shop tools, not forgetting guns and ammunition, the 11th bicycle supply catalog of F. A. Baker & Co., 10 Warren street, New York City, is ready for distribution. Several tables of value to repairmen are given, showing the sizes of ball retainers and hub cones used in various makes of bicycles, as well as other illuminative data.

Mystery in Mid-Air Eclipse.

That famous trick of the magicians, known as "levitation," is apparently accomplished with the Eclipse coaster brake that hangs suspended in the center of the new "mid-air" sign that the Eclipse Machine Co., of Elmira, N. Y., is sending out to dealers or that it will mail to anyone interested. The trick feature of the sign is such as to spur considerable curiosity, when one is a few feet away, as to how the brake is kept in position with no visible support.

"Personal Message" About Tires.

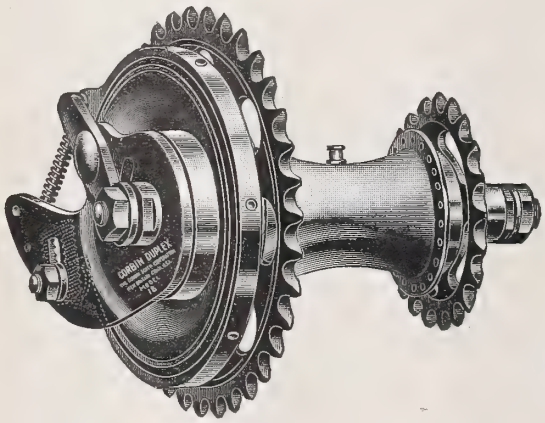
What is given the title of "A Personal Message from the United States Tire Company to Every Motorcycle Rider in the Country" is a 12 page booklet that is being distributed among riders and the trade, and which fully presents the company's case on the tire question. The various styles of United States tires for motorcycles are illustrated and described, and full tables of prices for the various sizes are given.

Gyrex Gyrates to a Royal Home.

The Gyrex Mfg. Co., of New York City, making the Gyrex mixing device for attachment to carbureters, has been bought by the Royal Equipment Co., of Bridgeport, Conn. The Gyrex will hereafter be marketed by the Bridgeport company.

CORBIN

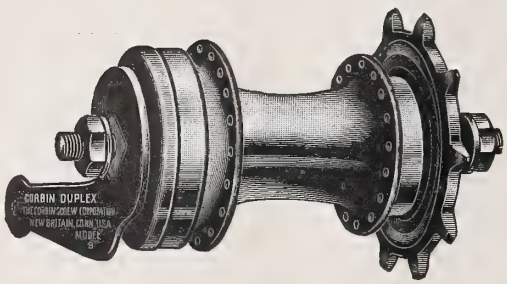
THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.



Corbin V=Band Motorcycle Brake

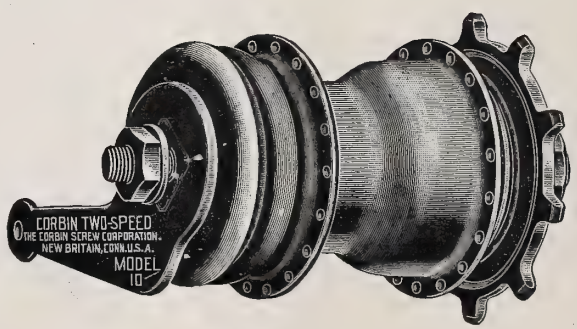
Built on a scale commensurate with the duties of a high speed motorcycle brake.

By the use of a V=shaped drum and a triangular friction band, 50 per cent. more braking surface than on previous models, is obtained, and the flat band is superseded. The releasing mechanism is entirely outside, acting directly on the end of the brake band, making its action easy and reliable. There is no interference with chains. Altogether it is the most effective motorcycle brake on the market.



Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two=Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.

Corbin Screw Corporation

New Britain, Connecticut

Licensed Coaster Brake Manufacturers

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Founded 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JUNE 3, 1911.

"Novices" Should Be Novices.

While the F. A. M. competition rules do not define a novice specifically, it is time they did so, as otherwise the trade rider is going to take advantage of the omission and may seek to invade the preserves of the only real novice, the private owner. At present there is nothing in the rules prohibiting a trade rider who never has won a prize from competing in a novice race, and while the chairman of the competition committee holds this to be perfectly permissible, there are many persons who dissent.

According to the dictionary a novice is defined as a beginner or inexperienced person, while in motorcycle racing it is understood to mean a rider who never has won a prize. As a trade rider is classed as a person who is connected with the trade, it is most reasonable to assume that he is well informed in the operation and handling of motorcycles and therefore naturally has a big advantage over the private owner, even though neither ever has won a race.

When the trade rider is allowed to compete in a novice race, the private owner might just as well withdraw before the race starts and save his machine, for he already is beaten. He is required to own the machine he rides, while a trade rider can "ring in" a factory machine, which has not been pounded over the road every day, and the result is a foregone conclusion. Where it was a private owner who won the novice race at the opening meet at Guttenberg, the winner had his machine "tuned up" and stripped so that he beat the trade riders at their own game. An amendment to the rules that would make the novice race conform more nearly to the original intention and the dictionary meaning would make such preparation by a private owner unnecessary.

Widening the Sales Opportunity.

Big game is possible for dealers who go after it in the right way, in the sale of motorcycles in large lots for commercial use. Already dealers here and there have received single orders for a dozen, or 20 or 50 machines, from large business houses or corporations that have been educated to the utility of the motorcycle, but this field has not even been scratched as yet. It is hard drudgery to sell a big concern its first one or two motorcycles, but if those machines give good service the succeeding orders are apt to be of a kind to make the dealer throw his cap in the air with joy.

By no means is the selling of motorcycles for commercial use chiefly a tri-car or van proposition. In the big cities there are literally hundreds of companies that should have motorcycles for collectors, inspectors and other of their outside men. To get these companies to buy motorcycles requires that in the trial period the dealer or his representative devote a lot of time to educating the riders how to use their machines properly and in preparing statistics and cost accounts that will prove the efficiency and economy of motorcycle transportation; but the rewards are so rich and juicy when once the dealer begins to get the orders that they well repay him for his trouble.

Fortunately for dealers, they now have motorcycles that will really do the work and that are not subject to a thousand and one weaknesses, frailties and ailments such as marred the machines of a few years ago. Unfortunately, however, many dealers lack the "nerve" to tackle big corporations or business houses with a view to making customers of them. It requires more salesmanship than merely to answer the technical inquiries of a man who comes into the store to look at the machines.

Perhaps it would be easier, in some cases, to pick out one influential man in a concern that could use motorcycles to advantage, and make a convert of him if possible. Not that he would have to be made a motorcyclist himself, but the merits of the motorcycle as a means of quick and rapid transportation for the company's outside men could be presented to him, with the likelihood that he in turn would take the matter up with his fellow members of the company as a discovery of his own.

With one prominent house or company using the motorcycle he sells, the dealer has an opening wedge for similar business with others, as concrete example is ever more convincing and persuasive to business men than abstract argument.

Pretty good support is being given by the motorcycle manufacturers to dealers who make a strike for selling utility machines to corporations and business men. Special booklets and printed matter relating to this phase are supplied, and the makers can supply the names of concerns who are already using their machines and who may be called on for data and testimonials. Valuable information concerning exact detail costs of maintenance and upkeep for a given mileage is being collected and collated, and is being made available to the dealers who evince an interest in facts relating to the motorcycle's commercial use.

It may not be practicable for every motorcycle dealer to attempt the long, slow campaigns necessary to build up a big business in sales to customers of this kind. Limitations of one kind or another may prevent, but the better equipped dealers in the larger cities and towns can well do it. Two or three motorcycles planted as seed this year by a dealer are sure to mean a harvest later.

"I am interested to see the Bicycling World and Motorcycle Review taken by every bicycle dealer in my territory, as I find it of great benefit to trade. The increase in sales of high grade bicycles as shown by dealers who read your Review, is quite a noticeable fact, and it stimulates business with languishing dealers more than anything I know. As for myself, I would feel lost were I to miss it any week." —Joseph Redbinger, Southern traveler for Pope Mfg. Co.

Coming Events



June 3-4, Kenesaw, Wis.—Chicago Motorcycle Club's race meet.

June 4, Providence Motorcycle Club's first reliability run for Swenson trophy.

June 4, New York City—Concourse Motorcycle Club's fourth annual run to Savin Rock, Conn., and return; open.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles. Second section.

June 10, New Haven, Conn.—Motorcycle hill climb on Shingle Hill in West Haven.

June 11, Floral Park, L. I.—Italian-American "championship" 50 mile bicycle race.

June 17-18, St. Louis, Mo.—St. Louis Cycling Club's annual Pike County tour.

June 18, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

June 30, Douglas, Isle of Man, Great Britain—First junior international Tourist Trophy race; 187½ miles.

July 1, Waterloo, Ont.—Dominion cycle race championships.

July 3, Rockford, Ill.—Start of six days run of Illinois-Iowa Motorcycle Association.

July 3, Douglas, Isle of Man, Great Britain—Fifth senior international Tourist Trophy race; 187½ miles.

July 4, Birmingham, Ala.—Professional motorcycle races at Fair grounds track; open.

July 4, Jacksonville, Fla.—Jacksonville Motorcycle Club's race meet.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

July 4, Asbury Park, N. J.– Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 6-9, Elgin, Ill.—Illinois-Iowa Motorcycle Association race meet.

July 9-20, Providence, R. I.—Providence Motorcycle Club's tour to Niagara Falls, N. Y., and return; open.

July 10-15, Buffalo, N. Y.—Annual national convention and national championship race meet of the Federation of American Motorcyclists.

July 15, Rochester, N. Y.—Rochester Motorcycle Club's race meet at Crittenden Park.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

July 18-21, Alliance, Ohio—Motorcycle races at Rockhill track.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 4, Canton, O.—Canton Motorcycle Club's race meet.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.; rain date, October 1.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

More Money for New York State Roads.

Many miles of new road for New York State were assured this week with the signing by Governor Dix of several bills appropriating between $4,000,000 and $5,000,000 for the improvement of State highways, to be provided by bonds issued under the $50,000,000 highway act.

One of the measures makes provision for the completion of the unimproved highway between New York and Rouse's Point. This route, which is designed to connect, on the northern border, with a Canadian highway to Montreal, has been referred to as the modern Appian way. The measure appropriates $1,600,000 for the construction of macadam roads.

The improvement of a State highway through the Central Adirondack region from Fulton Chain to McKeever, an appropriation of $1,200,000 for the improvement of highways in Orange and Sullivan counties, and another of $600,000 for improving the highway between Albany and Binghamton, and another to Franklin county to spend $500,000 on roads are provided for in other bills signed by the Governor.

Vanderbilt to Woo on a Motorcycle.

While not a few fair lasses have been courted by motorcyclists heretofore, the practice bids fair to become even more popular now that no less a society personage than Harold S. Vanderbilt, of the illustrious New York family, has included motorcycles among the weapons he will use in laying siege to the heart of Miss Eleonora Sears, of Boston, this summer. Both Miss Sears, who is quite a sportswoman, and Vanderbilt will spend the summer at Newport, and in addition to his motor cars and yachts he will use three motorcycles in the campaign that—according to the gossips—he will make for her heart and hand.

Indianapolitans to Have a Treat.

All the motorcyclists in Indianapolis—and there are about a thousand of them—will be invited soon to go on the annual Gus Habich run. Habich, who is the Indianapolis agent for the Thor and a number of other motorcycles, is planning to give a big one-day run within the next month. Unlike other dealers, Habich believes in giving the run for everybody and not just for the riders of the makes of machine that he sells. The Habich run is the largest dealer run that is given at Indianapolis each year. Last year about 200 riders or more made the trip and ate dinner as his guests.

Weigher to Travel in a New Way.

On the 15th ult., the first motorcycle inspector of the Bureau of Weights and Measures of New York City was started out by Commissioner Walsh. He is Elwood Hanson and he rides an Indian. It will be the duty of this inspector to check up the various inspectors in the five boroughs and also do inspecting himself.

TOURMASTERS CHOSEN BY F. A. M.

Further Details Perfected for Eastern and Western Tours to Buffalo Convention—The Program.

Nothing is being left undone by the Buffalo Motorcycle Club in preparation for the national meet of the Federation of American Motorcyclists to be held in Buffalo starting July 10, and extending for a week. Three thousand riders are expected to arrive in that city on the two tours from New York and Chicago, and the program arranged leaves Monday, Tuesday and Wednesday for the arrival of the riders and delegates. A business meeting will be held on Thursday morning, and in the afternon a trip will be taken to Niagara Falls.

On Friday morning a big motorcycle parade will be held, and at 2 o'clock in the afternoon the first races will be held at Fort Erie on the Canadian side. In the evening there will be a smoker, and on Saturday morning a boat ride to Crystal Beach. The races will continue on Saturday afternoon.

President Fred I. Willis, of the F. A. M., and the Buffalo Motorcycle Club are endeavoring to make the coming national meet the best ever. President Willis has appointed P. B. Whitney, of Chicago, vice-president of the Western F. A. M. district, as toastmaster of the Western tour, which will probably start from Chicago; L. W. Thompson, of Louisville, vice-president of the Southern district, will take care of the Southern tour, and B. A. Swenson, of Providence, R. I., will look after the East.

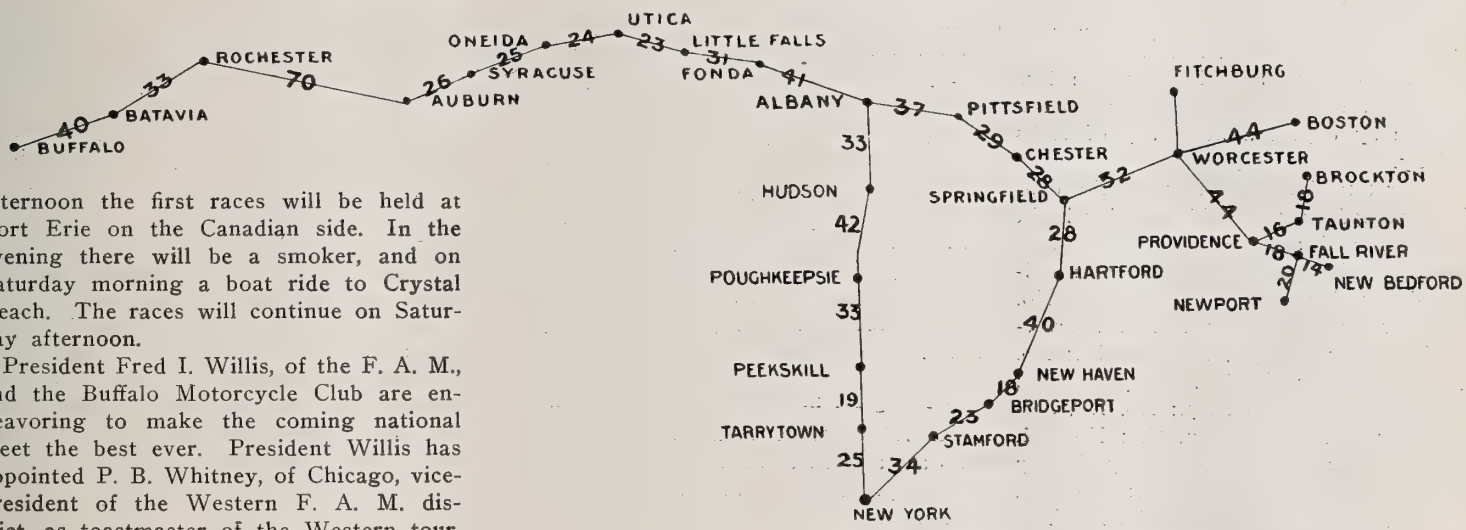
According to present plans the Eastern tour will start in New York, and instead of taking the direct route to Albany, which the riders have gone over so often, it has been suggested that the trip be made through Stamford, New Haven and Hartford, as shown on the map. Going over this route the riders will find some of the best roads in America, and at Springfield will be able to meet the clubs coming from Providence, Boston, Worcester and surrounding territory. Swenson desires to hear at once from clubs and parties who desire to join the Eastern tour, and is particularly desirous of getting into communication with riders in the following cities: New Haven, Springfield, Little Falls and Rochester. His address is 298 Blackstone street, Providence, R. I. It is expected that the Eastern tour will arrive in Buffalo 1,000 strong.

Word comes from Buffalo that nothing will be left undone to make this meet and the races at Fort Erie the best ever, and there is no doubt that this will be the final verdict.

"Every fast motorcycle in America will be shipped here for this meet," says Winfield Graham, president of the Buffalo Motorcycle Club, which is to entertain the great gathering. "You will see exhibitions at Fort Erie in July that will make some of Barney Oldfield's stunts look like child's play. Just imagine 100 of the biggest and fastest motorcycles in the country banded together to battle it out for the premier honors of the game and you will have a faint idea of what our meet is going to be."

Will Punish Welching Promoters.

Promoters of motorcycle events, who have a penchant for failing to deliver prizes, whether they be clubs or individuals, are not going to get away with the trick in the future as easily as they have done in the past. Chairman Thornley, of the competition committee, has decided to "sic" the F. A. M. legal action committee after promoters who renig on prizes, and to haul them to court for breaking a written contract with the F. A. M. On the official sanction application blank is a paragraph stating that a promoter agrees, in consideration of the granting of a sanction, to hold the scheduled meet in conformance with the competition rules, and upon signing this application the promoter binds himself to abide by and fulfil the terms of the agreement, according to the chairman. Any legal action that may be taken against promoters will hinge on this agreement. Of course, where the referee secures from the promoters before the meet starts a check to cover the value of the prizes offered, as is provided in the rules, the riders are protected, but it does not appear that this precaution is observed in all cases. The screws already are being applied to two promoters for their failure to deliver prizes.



ROUTE OF THE EASTERN F. A. M. TOUR

MAY AFFILIATIONS WERE HEAVY

New Clubs Flock to F. A. M. Fold—Estabrook Reports Organization Progress All Over the Country.

Concerning the relations of the Federation of American Motorcyclists with the clubs and the progress made in the affiliation of new clubs, Chairman Estabrook, of the membership committee, under date of May 27, reports:

"The following clubs have affiliated with the F. A. M. during the past week: No. 134, Buffalo (N. Y.) Motorcycle Club, M. MacDonald, secretary, 6 Henkel building, 45 men, May 20; No. 135, Indian, F. A. M. Club, Kansas City, Mo., 25 men, May 20; No. 136, Indiana University Motorcycle Club, Bloomington, Ind., Lynn Lewis, secretary, 15 men, May 22; No. 137, Old Dominion Motorcycle Club, Richmond, Va., E. B. Ewell, secretary, 310 North Park street, 30 men, May 20; No. 138, Fostoria (O.) Motorcycle Club, G. W. Kesler, secretary, 661 Columbus avenue, 16 men, May 24; No. 139, Two Rivers (Wis.) Motorcycle Club, Roland Bleser, secretary, 2110 Washington street, 15 men, May 24; No. 140, Redskin Motorcycle Club, Monroe, Wis., Ferd. Ingold, secretary, 710 Washington street, 16 men, May 24; No. 141, Yavapi Motorcycle Club, Prescott, Ariz., B. N. Rudderow, secretary, in care Bank of Arizona, 13 men, May 24; Portland (Ore.) Motorcycle Club, Herbert Hussock, president, 900 Summer street, 40 men, May 25. The totals for the week show nine clubs affiliating 220 members and for the first 25 days in May, 28 clubs with 678 affiliated members.

"Acting as the spokesman for the motorcyclists of Pontiac, Mich., Mr. K. Van Deusen has asked for papers and by-laws, etc., relating to club organization and affiliation with the F. A. M., and thinks a local club will be a reality in the near future.

"The Bay Ridge (Wis.) Motorcycle Club, which was organized a few weeks since, has now a membership of 33 and is considering affiliation with the F. A. M.

"Mr. Joseph C. Smith, of LaPorte, Ind., local commissioner and F. A. M. member No. 1469, promised the chairman that he would organize an F A. M. club, and has made good. Twenty members have been signed up and formed a committee of the wholie to gather up stragglers before the charter closes, two weeks hence. A race meet has been decided upon in connection with the county fair and the club plans to be generally active. The officers are: President, Joseph C. Smith; vice-president, Closser LeRoy; secretary, Orton Carpenter; treasurer, Edwin C. Thompson; captain, Clarence Raymond; first lieutenant, Bernard Bowman; second lieutenant, Arnold Meinke.

"La Crosse, Wis., has about 27 active riders at present, and 21 of these are members of the La Crosse Motorcycle Club.. The club is reported to be in flourishing condition and will presently take a vote on affiliation with the F. A .M.

"Several dealers and interested riders have 'seen the light' during the past week and we may expect a new crop of clubs presently.

"The first twelve clubs to meet the conditions named in the 'Old Sol' headlight proposition and affiliate 15 or more new members, beginning May 10, have been officially declared and are as follows: No. 123, Cedar Rapids, Iowa; No. 124, Crawfordsville, Ind.; No. 125, Danville, Ill.; No. 126, Rome, N. Y.; No. 127, San Jose, Cal.: No. 128, Atlantic City, N. J.; No. 129, Salina, Kans.; No. 130, Macon, Ga.; No. 131, Oshkosh, Wis.; No. 132, McHenry County Motorcycle Club, Harvard, Ill.; No. 133, Cleveland, Ohio; No. 134, Buffalo, N. Y.

"The several clubs have been notified and upon receipt of shipping instructions the headlights will be forwarded direct by the donors, the Hawthorne Mfg. Co., Bridgeport, Conn. This generous and unsolicited gift has been entirely successful from an F. A. M. standpoint, as it has increased the monthly affiliations about 100 per cent., and the thanks of the F. A. M. officers, clubs and members generally are due the Hawthorne Mfg. Co.

"Affiliated clubs should not forget that three of these sun eclipsing headlights are to be awarded on June 10 to the three affiliated clubs who bring in the largest number of new F. A. M. members during the 30 days intervening between May 10 and June 10. Lots of time for member-getting yet; boost your membership.

"About the two great National F. A. M. Tours—one from Chicago and one from New York, and ending at Buffalo, the city of the national meet this year—it is expected that the F. A. M. clubs especially will show the true club spirit and take measures to invite every unattached rider. whether F. A. M. member or not, to accompany them over the route, and that they will look after their welfare and see that they have their share of the general good times.

"The F. A. M. is the motorcyclists' own organization and should not be built up on selfish lines. If there are riders too short-sighted or who lack the fraternal spirit or love the almighty dollar too dearly to part with it without being 'shown,' then let us show them."

Vice-President Wilber Resigns.

C. C. Wilber, vice-president of the Eastern District of the Federation of American Motorcyclists, has forwarded his resignation of that office to President Willis. In explaining the reasons for his resignation, Wilber says:

"I am sorry to be obliged to do this, and would not unless it seemed essential. I am going to try and take a rest for a spell, according to the doctor's orders. However, I intend to be present at the next District meeting if possible, which is soon to be called."

In his several years of service in the F. A. M. Wilber has established for himself a reputation as one of the most capable organizers that the organization has ever had. His own district he has made a model, as he has appointed commissioners for all the states in it, and has filled every committee appointment provided for by the F. A. M. constitution and by-laws. He has done a prodigious amount of general work for the organization, and has been one of its bulwarks of strength during trying times.

Georgia Amateurs Under Charges.

Several Georgia amateur motorcyclists who are alleged to have competed for cash against professionals at various race meets in that state have been posted for trial by Chairman Thornley, of the competition committee, to show cause why they should not be turned professionals. The men under indictment and their alleged offenses are as follows: Harry Glenn, competed against professionals and accepted cash; Ernest Calleway, competed for cash; Tom Brown, Macon, Ga., competed against professionals and for cash at Atlanta and Macon; Gus Scizgen, Atlanta, competed for cash and against professionals at Rome; Layton Brown, Macon, competed for cash and against professionals; B. H. Chambers, Rome, competed for cash in Birmingham and Rome; Henry Crowell, Atlanta. Warning is given that unless the riders mentioned offer an adequate defense to the chairman of the competition committee before the 15th inst. he will transfer them to the professional class.

Hill Climbing Contest in Johnstown.

Interest and excitement was created in Johnstown, Pa., on the 12th ult., by a hill climbing contest between a motorcycle and an automobile, that proved the superiority of the motorcycle in going up the steep grades. The scene of the contest was on the hillside road leading from Bedford street up through Meires Hollow to Daisytown. Cheered on by a large crowd, Carl Hack, on a 7 horsepower Indian, started up the grade at 7 p. m. Despite his inability to use all of his power, owing to the extreme roughness of the road, he reached the top of the hill in good order. Failure was the result of the attempt of the automobilist in a Ford motor car. At 9 o'clock the next morning the car was given another trial, after its failure of the previous evening. The automobile gave a good account of itself, but was unable to reach the top. Meires Hollow road is an unusually steep one, the grade varying from 25 to 40 per cent., the last 100 feet being five per cent. steeper than the incline plane leading to Westmont, which is one of the steepest roads in the United States. The length of the road is 700 feet. This is the first occasion on which any machine propelled by its own power succeeded in negotiating this hill. That it was not just a lucky trial, the two local Indian agents proved by going up the hill the following week in 24 and 25½ seconds, respectively, both being mounted on a 7 horsepower Indian, geared 4⅛ to 1. The interest created by the first trials have set all the city's motorcyclists to trying the hill.

Rochester Club's President Killed.

George H. Ellsworth, president of the Rochester Motorcycle Club, was killed on Sunday afternoon, May 28, in a collision with an automobile at Peck's Corners, N. Y., about 15 miles from Rochester. Mr. Ellsworth was returning to Rochester from a run to Canandaigua Lake, with 15 members of the Rochester club. He was thrown into the air by the collision and falling upon his wrecked machine was fatally injured, dying in 20 minutes. Clarence M. Baldwin, of New York, who was driving the automobile, states that as he was not familiar with the highways in that section he was driving his car slowly, but that Ellsworth was not only on the wrong side of the road but was going at a rate of about 50 miles an hour. Ellsworth was 36 years old and unmarried.

Stubbs Streaks Up Shades Grades.

Again demonstrating the superior climbing abilities of the motorcycle over the automobile, Robert Stubbs, on an Indian, made much better time than the automobiles in the hill climbing contests on Shades mountain, near Birmingham, Ala., on the 24th ult. Stubbs's fastest time was 1:57, while the best automobile time was 2:06. Only two bicyclists were successful in mounting the hill in the free-for-all bicycle race.

The road from Oxmoor up Shades mountain is an ideal one for such contests, having an elevation of 500 feet in 1.10 miles, and 22 curves, all told. Stubbs won all three motorcycle numbers.

STIRRING SPORT AT SPRINGFIELD'S MEET

Motorcycle Racing on the Stadium Saucer Thrills a Record Crowd — Balke the Speed Star — Chapple Puts Up a Good Battle — Daring Riding by Amateurs — Humors of the Occasion.

Frenzied duels for speed, for money, for cups, for glory and for commercial blood, in one of the classiest fields of motorcycle jockeys ever gotten together in this country, signalized the resurrection of the "sport shot from guns" on the Springfield (Mass.) Stadium on Memorial Day, 30th ult. When the last shots had been fired and the smoke of battle had cleared away, the score sheets showed that Charles Balke, the California "bear cat," had taken both the professional races in whirlwind fashion, not forgetting the fat rolls of greenbacks that were glued to them. It was Balke's first appearance on the stadium in competition and he maintained the winning streak that he begun when he joined the Indian racing forces.

Next to the professional engagements, the other most important speed battle was the inter-city team race, with six cities represented. Some of the qualifying heats were very lively while others were tame, and it was not until the final that the action fermented enough to blow the cork from the thrill flask. Five starters in the final began the scramble for the cups even before the gun popped and kept it up all the way. After some spectacular riding, E. J. Mooney, of the Springfield team, on an Indian, crossed the line in front, leading Carver, Indian, of the Waterbury team, by several lengths. Mooney, who was the local favorite, got a big reception from the crowd.

Another local boy, Edward Carroll, Indian, carried off the novice race in a hurricane ride. Carroll, who is a mere youth in short pants and hardly weighs 80 pounds, is a protege of George Holden, the veteran rider, and fully came up to the expectations of his tutor. He had all kinds of nerve and looks to have the making of a star on the boards.

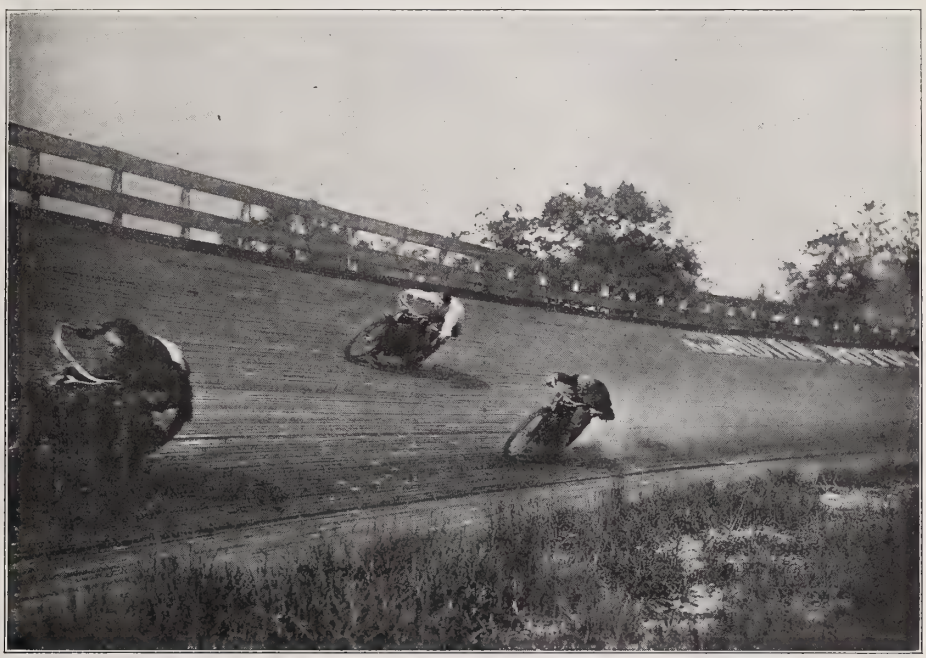
Because of the fact that it was the first time that the Merkel racing staff has invaded the Indian hunting grounds, and also because it offered the only real competition that the home product had, the yellow painted machines and their pilots, Chapple and Mitchel, created much speculation as to what they would do. They did not have the new Merkel racers that rumor had said would be uncovered publicly for the first time, and they used the old dirt-track warriors on which they have been campaigning for the last two years.

Had a bombshell been exploded under the track, no greater surprise could have been sprung on the spectators, and even the "wise ones" than the brilliant victory that Chapple scored in the first heat of the 10 mile professional. In the best race he ever has ridden, and the best and most sensational ever run on the Stadium, the New Yorker took the measure of "Blondie" Spencer and "Charlie" Gustafson, Jr., the prides of the Indian factory. This heat was the best race of the day, and was won by less than half a wheel, Gustafson taking second.

Unfortunately, Mitchel's machine was not in the same form as Chapple's when the Texan crossed speed with Balke, for the latter lapped Mitchel and never had to put on full steam. In the final, Chapple's machine "blew up" in the 17th lap after he had been tagged by both Balke and Gustafson and he withdrew. Mitchel was lapped several times, his machine running poorly, and he also dropped out in the 28th lap. No bonfire of wet leaves, or Broadway taxi motor fed on a diet of lard oil, had anything on the Merkels as smoke belchers. While their oil lasted they emitted great volumes of blue smoke at every puff and had a complete ring of blue vapor over the track.

By no means tame or uninteresting was the battle of the belts in the 15 mile handicap for private owners, although there is ground for doubt as to whether all of the contestants owned the machines they rode, and whether they were entitled to be classed as private owners. William Vetterman, riding a 1910 Indian undergeared belt machine, was the winner, with H. A. Wells, similarly mounted, less than a length behind. H. F. Smith, Excelsior, was the only other starter in this class to finish. Five machines started, three of them Excelsior twins, which were on scratch, the Indians having 3 minutes handicap. The Indian riders had things their own way from start to finish.

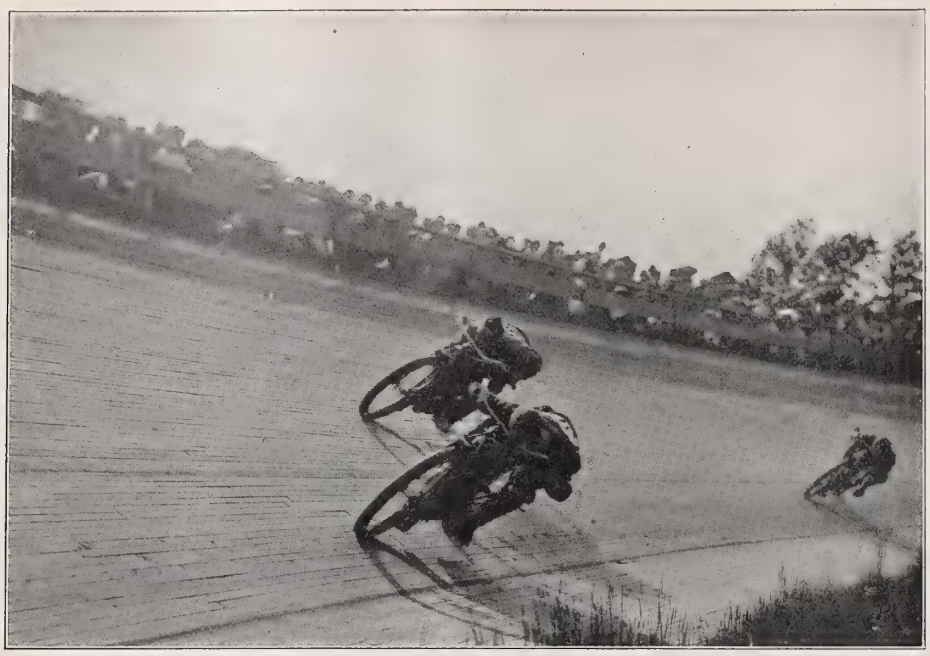
Showers Monday night and Tuesday morning made the outlok for racing rather ominous and there were not a few long faces. About 11 o'clock, however, the leaden skies broke, the sun poked his rays through, and all fears of "no racing" were dispelled. By 1 o'clock Old Sol was shining in full blast and it was not long before the crowds were sweltering.



POPE, OF BOSTON, WINNING SECOND HEAT OF THE INTER-CITY

Never in the two years since it was built has the Stadium held such a crowd as it did on Tuesday. Designed to accommodate 1,600 people, the stand was packed with nearly 2,000 spectators, while over 3,000 formed a fringe around the infield, where over 100 motorcycles and about 35 cars were parked. Outside the track enclosure there was an even greater gathering of motorcycles, and it safely can be said that there were 300 motorcycles present, making it the largest gathering of machines and riders ever held in New England.

Promptly at 2:30 p. m., the first race, the novice, was called. This was followed by the elimination heats of the inter-city team



MOONEY, OF SPRINGFIELD, CAPTURING INTER-CITY FINAL

race. These proved good blood accelerators for the 10 mile professional, which brought out the leading lights of the East, West and South. It also created two new pro's, Spencer and Gustafson, of Springfield, who will have to be reckoned with whenever they start. The first heat brought out Chapple, on a Merkel, and Spencer and Gustafson on Indians. The route was five miles, with flying start.

In the warmup of the trio, the spectators got a line on what was coming in the race itself. They all lined it out in heart disease style, and seemed to be trying to feel each other out, each to see how much the the others had. After several practice laps they were given the flag, Chapple having the pole and Spencer the outside. Things began to hum right off the reel, and Spencer nosed up in front for the first lap, with Chapple alongside and a few inches back. Gustafson was several lengths back, apparently waiting.

Spencer led at the end of the first mile and then Chapple forced the fight, and Gustafson also closed in on the outside. Chapple passed Spencer in the fourth round and took the lead. He never lost it again, but in the eighth lap Gustafson went alongside and worried him while Spencer slid around on the outside a few yards back. The local riders took turns at crowding Chapple, but they could not pry him loose from the lead. After the eighth lap all three were abreast or nearly so for the rest of the heat and fighting desperately. This was the first and only event of the day that brought the spectators to their feet and really roused their greatest enthusiasm.

In the last lap Spencer and Gustafson made final efforts to get by Chapple, but he met their increased spurts with a little more of the same stuff and crossed the line a winner by half a wheel. Gustafson beat Spencer by the same amount. The time, 3:15⅘, although it is not accurate, gives an idea of the terrific rate of speed at which the men traveled, for it averages 39⅕ seconds per mile. This is way under the track's record of 3:42 seconds, and both amateur and professional records for the distance. The inaccuracy of the timing is accounted for by the fact that the inexperienced starter fired his gun after the men were several yards over the starting line. This was a fault in all events, and times taken from the pistol were therefore subject to considerable error.

Having scored the first defeat ever administered to the Indian on its home track, the Merkel admirers were in high glee when Mitchel came on for the second round, to meet Balke on the Indian. Baxter, the Scotchman, on the Rex, was the other starter. Those who saw him in practice knew that he would be an "also ran," for the best miles he could tear off were 51 and 52 seconds. Balke and Mitchel left Baxter floundering in their smoke right at the getaway and Balke also shook off Mitchel. Balke lapped Baxter in the seventh lap and again in the ninth when the Scotchman retired. Mitchel also was losing ground steadily. He did not have the speed and was lapped in the 11th round. Balke then contented himself with riding alongside Mitchel beating him by an even lap.

Each side had one victory to its credit when the final was called and many looked to see Chapple repeat. Balke and Gustafson were inside and Chapple and Mitchel outside. Again Balke streaked away at the start and left the others 40 feet behind. Chapple was second, and Gustafson and Mitchel trailed behind. In the first lap it was apparent that Balke would win barring accident, as he drew away with ease and held the gap open. Mitchel was plugging along in last place in the fifth lap when Gustafson closed in on Chapple and Balke in front increased his gait a bit. The smoke which the Merkels belched enveloped the riders in a thick haze. At 10 laps Gustafson was fighting desperately to get by Chapple. The increased gait of Balke also enabled him to lap Mitchel in the 11th round. The Texan steadily was falling behind.

In the 15th lap, or the end of the fifth mile, Gustafson finally passed Chapple amid great cheers from the crowd. At this time the leaders were traveling fast. Chapple began to slow now and his machine did not belch as before. Balke lapped him in the 17th round and he dropped out with his motor clanking ominously as it coasted in. His oil was exhausted, being partly due to having ridden several laps before the race



CHAPPLE AND HIS CUTTLEFISH SMOKE WAKE

started. With Chapple out and Mitchel harmless, Balke and Gustafson engaged in a hammer and tongs scrap between themselves. Balke had almost a lap on Gustafson and completed it in the 21st round. Then Gustafson fought tooth and nail to stay with the Californian, but the latter would not have it that way, and soon commenced to pile up a second lap. Mitchel was lapped several times in this scramble of the leaders and dropped out in the 28th lap when his oil gave out. Balke beat Gustafson by 1⅓ laps.

After what happened in the ten mile professional there was not much doubt about the outcome of the 50 mile, and although it had been booked as the top liner on the card it proved quite tame. Balke, Gustafson, Mitchel and Baxter started. Chapple could not start, having no substitute for the broken manifold. Balke and Gustafson lapped Baxter in the sixth lap, and Mitchel was tagged three laps later. He then stopped and lost three laps before restarting. About this time the Rex was being lapped once in every mile. The race now lay between Balke and Gustafson. Balke had been streaking it out as usual and gained a lap on Gustafson in the 17th round.

Nothing eventful occurred until the 31st lap when Mitchel's Merkel suddenly got a new lease of life and spurted after Gustafson. The Texan caught and held Gustafson for a lap or so and gave the latter a good scare. Then Mitchel's machine flickered off again like a falling skyrocket. At 12 miles Baxter gave up the ghost and quit. After the 15th mile the race became a runaway for Balke and grew monotonous, for he simply rode rings around the others and piled up the laps steadily. Mitchel retired for good in the 18th mile with a broken valve.

Occasionally Balke and Gustafson relieved the dulness of things with some exciting scraps. These would last for a lap or two and then the riders would ease up for a spell. Gustafson was lapped successively in the 16th, 29th, 36th and 47th miles, and Balke won by five laps. When Balke got the finish flag Gustafson was right alongside and he stopped, too, but was told to restart and finish his five laps, which he did, this entitling him to second money.



NO THOUGHT OF MOTORCYCLE THIEVES

Six teams were represented in the intercity team race. The teams were very thin, usually consisting of two men and never more than three. In the first trial heat, G. R. Hill, Indian, of the Providence team, won by nearly half a lap over A. V. Howe, Indian. Donald Pope, Indian, of the Boston team, won by half a lap in his heat. Pope is a light youngster, and was quite a favorite. At the start he ran away from H. F. Smith, Excelsior, and then, after showing what he had in the speed line, he slowed down and teased Smith. Pope said "au revoir" again in the seventh lap and ran away for good.

Two teams, Worcester and Waterbury, were combined for the third elimination heat, as only one rider on each team was ready. H. C. Carver, Indian, of the Waterbury team, drew away steadily and lapped R Cristy, Indian, in the last lap The best heat up to this time was that of the Bridgeport team, Steiner and Mason on Indians. They rode several rounds with elbows scraping and to all appearances were fighting for "keeps." Steiner had plenty of reserve speed, however, and only lay back to make things interesting, for he cut loose in the last lap and won by 20 feet. Next came the Springfield team, Davis, Mooney and Firman, all on Indians and all even favorites. Their machines had better grooming, as the final later showed. It took several laps to get them away, as they tried to beat the gun and would not line up for an even start. Finally they were sent away with Mooney leading. The fight for victory lay between Mooney and Firman, for Davis could not hold the pace and trailed. It was nip and tuck until the eighth lap, when Mooney began to draw on his surplus power and stretched a 40 foot lead in front of Firman at the finish. This was the fastest heat, the three miles being turned in 2:34.

The semi-finals were cut out on account of the lateness of the day and the five heat winners started in the final. Mooney, of the Springfield team, started out to make a runaway, but Steiner, of Bridgeport, was not to be shaken. Pope, of Boston, and Carver, of Bridgeport, had a lively scrap for third position. Hill never was a factor.



BALKE RUNNING AWAY FROM COMPETITION

After several miles of fighting, Carver pulled away from Pope and went after Steiner. He kept right on and passed the Bridgeporter, and the latter then dropped to last place. Mooney was having a runaway and all the action was taking place among the trio behind the leader. In a short time Steiner became dangerous again and went after Pope. They had a grand speed bout that woke up the spectators. Pope kept his grip on third position. Mooney won by half a lap, Carver took second easily and Pope beat Steiner for third by a foot.



GUSTAFSON AT HIS HIGH SPEED ANGLE

All of the three heats in the novice were two men affairs, with Indians against Excelsiors in all of them. L. Lakey, Indian, won the first heat, Edward Carroll, Indian, took the second and Russell Coes, Excelsior, collected the third. A. H. Mason, Indian, had the third heat won by half a lap when he misunderstood the last lap flag for the finish and shut down. Coes passed him on the far side of the track and won easily. When Mason found that he had lost through his own fault he was disposed to make a fuss, claiming that he did not know the signals, but Referee Pitman gave him small sympathy, as his excuse did not hold water. Carroll rode the fastest heat, 2:41. In the final, Coes beat the gun and gained a length, but Carroll pulled him down and held the lead at the finish of the first lap. After this he increased his lead at every round and almost lapped the field at the finish. His victory was very popular. Lakey was second and Coes third.

Remarkably consistent running was done by Vetterman and Wells on the undergeared Indians in the 15 mile belt handicap. Their machines overlapped all the way and while they were not fast they ground out the miles steadily. The Indians had 3½ laps, or 1⅓ miles, lead when the Excelsior trio started. Steiner, Excelsior, went out in the 14th lap with a broken valve. Coes, Excelsior, gained a lap on the Indians in the 17th round, but dropped out in the 21st. In the next lap the Indians recovered their lost ground for Smith, the only remaining Excelsior man showed signs of trouble. Smith was lapped in the 30th round. He stopped with belt trouble in the 36th lap, but restarted and finished. Vetterman won by a few feet over Wells, both having three miles lead on Smith.

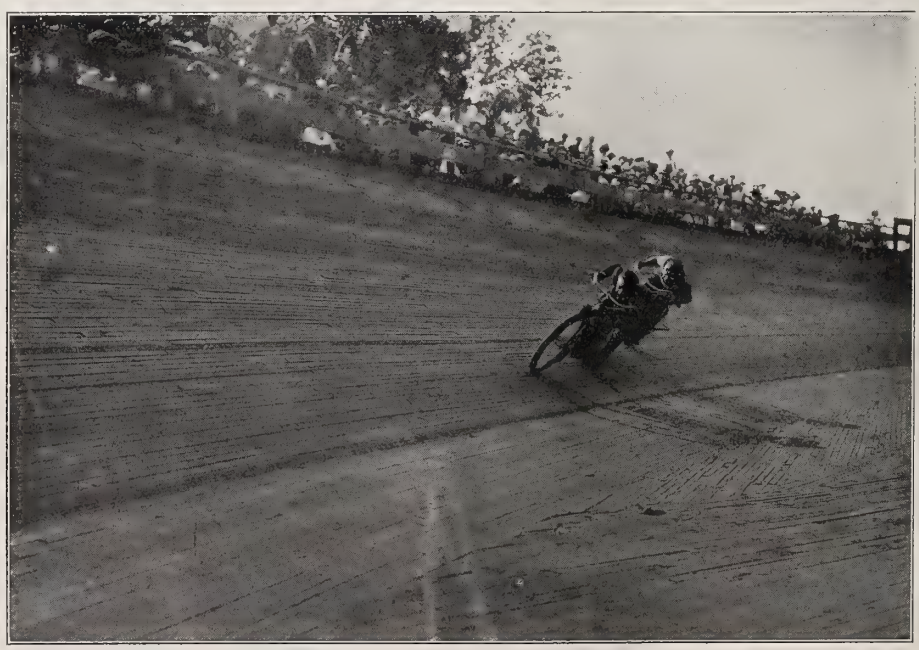
"Happy Days" Pitman, of New York, who refereed the meet, was right at home in Springfield, for he also had ruled at the big bicycle meets at Hampden Park, 25 years ago, the track that made the city famous all over the world. He is taking to his new job like Balke takes to turning his machine wide open. Everything went off smoothly, the only thing that ruffled Pitman being when he discovered that the Indians and Merkels had no brakes such as the rules call for. The matter will be adjusted later. There were no accidents and all of the riders were on their best behavior as far as clean riding went. The summary:

Three mile novice—First heat won by L. Lakey, Indian. Time, 2:46⅗. Second heat won by Edward Carroll, Indian. Time 2:41. Third heat won by R. R. Coes, Excelsior. Time, 3:03. Final won by Carroll; second, Lakey; third, Coes. Time, 2:41⅗.

Inter-city team race, three mile heats—First heat won by G. R. Hill, Indian, Providence team. Time, 2:55. Second heat won by Donald Pope, Indian, Boston team. Time, 3:03⅕. Third heat won by H. C. Carver, Indian, Waterbury team. Time, 2:40. Fourth heat won by R. J. Steiner, Excelsior, Bridgeport team. Time, 2:52⅖. Fifth heat won by E. J. Mooney, Indian, Springfield team. Time, 2:34. Final, five miles, won by Mooney, Indian, Springfield team; second, Carver, Indian, Waterbury team; third, Pope, Indian, Boston team. Time, 4:17⅕.

Ten mile professional, five mile heats—First heat won by A. G. Chapple, Merkel; second, Charles Gustafson, Indian; third, Charles Spencer, Indian. Time, 3:15⅘. Second heat won by Charles Balke, Indian; second, Arthur Mitchel, Merkel; third, James Baxter, Rex. Time, 3:46. Final, ten miles, won by Balke; second, Gustafson. Time, 7:32⅕.

Fifteen mile handicap, belt drive machines—Won by William Vetterman, In-

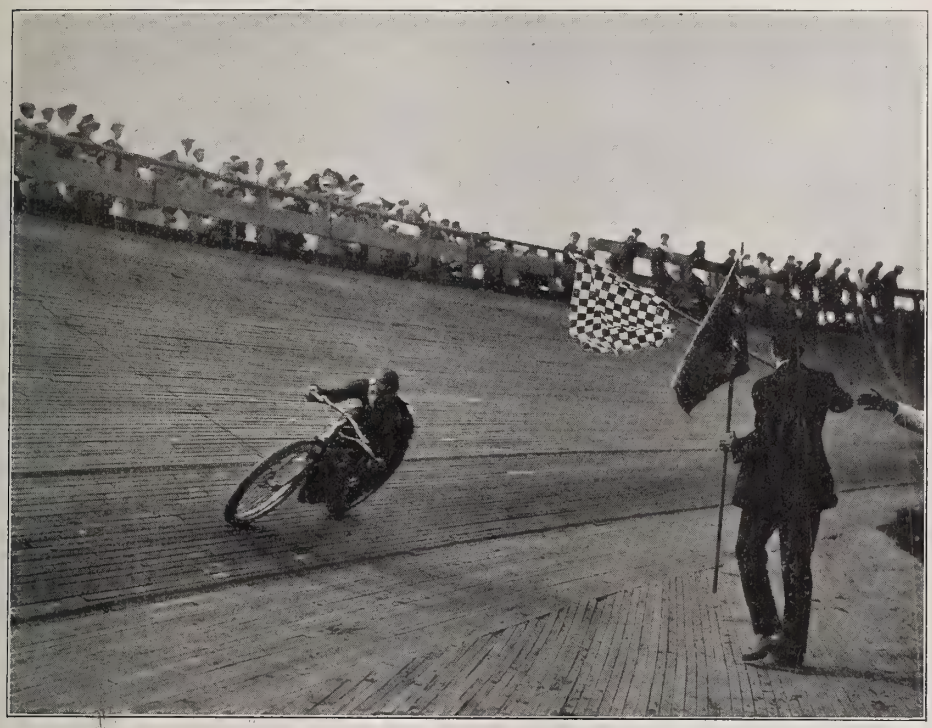


CARVER TAGGING A LAP ON CRISTY

dian undergeared (3:00); second, H. A. Wells, Indian undergeared (3:00); third, H. F. Smith, Excelsior. Time, 17:37⅗.

Fifty mile open, professional—Won by Charles Balke, Indian; second, Charles Gustafson, Indian. Time, 39:45.

Seated side by side in a tiny enclosed Ford runabout, in the infield, chatting calmly and puffing cigars, Oscar Hedstrom and Joe Merkel hobnobbed all afternoon. It was a striking refutation of irresponsible rumors occasionally heard to the effect that they are not friendly. Hedstrom never left the car during the races and Merkel did so only rarely to attend to his men. In their moments of respective victory and defeat they gave no sign of their feelings.



EDWARD CARROLL, HOLDEN'S PROTEGE, THE NOVICE WINNER

A good many people, including Referee Pitman, thought that the Merkels were made to belch clouds of smoke with the object of affecting the sight and breathing of riders who followed them. Joe Merkel said that because of their short stroke and higher piston speed they required more oil than long stroke motors. No one protested the smoke. When it stopped it was a sure sign that the Merkels soon would be in trouble.

The Indian racers were shod with Goodyear "blue streaks," and the Merkel footwear was the new Goodrich-Palmer wrapped treads. Bosch magnetos fired every machine except the Excelsiors, which used Herz.

During the first two races a lot of boys shinned up the stringpieces to the top rail, just beyond the further end of the stand. Before the ten mile professional was put on they got orders to clear out. Then the referee thought it would be cruel to spoil their fun and he told them to come over into the infield. In a twinkling there was a grand scramble and as soon as the urchins set foot on the track they upset and rolled down. It was very funny to see a dozen or so tumbling down, all curled up. One fellow was afraid to come down, but finally took a chance and lost his footing in a flash after he let go the rail. He came down in a heap, much to the delight of the crowd.

When Pitman found that none of the racing machines was fitted with brakes, he got real hot under the collar, as the rules call for brakes on all machines. He was told that brakes never are used on board tracks as they are too dangerous, and while he admits that this may be true, still—"there are the rules and I am going to enforce them." He nevertheless made a concession and allowed the brakes to be left off, but purely on the ground that it was a measure of safety for the riders.

When Referee Pitman asked young Carroll, winner of the novice, as to his age, Carroll was scared out of a year's growth, and quaking with fear answered that he was between 17 and 18 years. Asked when he was born, he got rattled and said 1864. The F. A. M. constitution provides that all members must be 16 years, and there is reasonable ground for questioning Carroll's age. He got his prize, however.

Donald Pope, the young Bostonian, had a peculiar style of riding. He hobbed his body up and down as if he were riding a horse and moving in unison with it. Pope comes of wealthy parents and is infatuated with motorcycle racing. As his parents would throw several fits if they should see him in action, he has to go a long way from home to indulge in his hobby.

Financially the meet was a big success, the receipts being close to $2,000. Several hundred tickets were taken out of the box and sold a second time to take care of all comers. A big meet for Labor Day is assured and preparations are already under way. The stands will be enlarged and several other improvements made.



BALKE, GUSTAFSON AND SPENCER

Quite a few well known New England tradesmen were present, as well as a good many dealers. It was the largest gathering of motorcyclists ever held in New England.

No fairer treatment could have been accorded the visiting contestants and every-

thing was done to make their stay pleasant. One of the Merkel machines was left in the Indian factory Monday night, while Hendee, Weschler, Merkel, Mitchel and Widmayer went out to dinner together.

There was 60 and 80 test "gasoline" on tap at the rooms of the Springfield Motorcycle Club on the night before and after the races. There was a crowd around there both nights exchanging experiences.

Baxter, on the Rex, was a disappointment, for something good had been expected of him. Changing his transmission over from belt to direct chain did not make him win, although it added a little more speed. His engine had a very soft purr and would have had more show against the "fives." He had a footrest on the right rear stay near the axle and had a very amusing style of hopping aboard. Incidentally that mounting step was vicious looking and the other riders took good care that it did not poke its nose into their spokes.



MERKEL COHORTS—WIDMAYER, MITCHELL, O'CALLAGHAN AND CHAPPLE

There were several scratches in the amateur events, but only one of the pro's—L. H. Guterman, of New York—failed to put in appearance. He was booked to ride Frank Hart's old R-S twin, which can step along pretty good, but claims that at the last minute the Reading Standard people would not let him use it, and that he sought in vain to obtain a machine of any sort.

Run to Colorado Springs.

About 200 members of the Kansas Short Grass Motorcycle Club, of Rexford, Kan., will ride to Colorado Springs early in August, returning home by way of Pueblo and Garden City, Kan. Dr. B. J. Patterson will visit the Springs early next month to make detailed arrangements for the party.

COX DAY AT GUTTENBERG TRACK

The Brothers Win All Four Events—Mix-up in the Novice Event—Novelty Race Amusing.

It was Cox day at Guttenberg on Sunday, 28th ult., when the Coxes, John and H. W. G., carried off the honors in all four events. Decoration Day meets all over the country took away all the professional and crack trade riders, but the four races on the card furnished interesting and exciting sport for the several thousand fans who witnessed them. C. Koehler, in the novice race, attempted to knock down the fence, but only succeeded in taking a board out. P. J. Constant, riding his first race, struck a stone at the turn of the backstretch and fell. Koehler coming up close behind turned to avoid him, went past Constant into the fence and turned a somersault ten feet into the air. He was badly bruised and cut and suffered a sprained leg. His machine came off with only a broken magneto and mudguard, and several minor breakages. H. W. G. Cox won the novice and followed this up by running away with the five-mile private owners' race. He finished nearly a hundred yards ahead of the second man, A. Graves.

Considerable amusement was created by the five mile novelty race. The conditions were that at the end of the first mile the competitors were to stop on the line, drink a bottle of soda, ride two more miles and take out a spark plug, hold it up and put it in again, and then ride the two miles to the finish. John Cox reached the line at the first mile ahead and amid the cheers and laughter of the crowd made frantic efforts to imbibe the contents of the bottle before the others arrived. Costello came along next and in his eagerness he was ten yards over the line before he stopped. He was back at the line and half through his bottle before Cox was off with a liberal sprinkling of soda over his face and clothes. Graves and Barnard brought up the rear and there was a general mix-up between these two and Costello before the three continued. At the third mile Cox was again in the lead and had his spark plug out and in again, at the expense of burnt fingers, before Costello came along, and he finished in a burst of speed a third of a lap ahead of Costello.

Starting from scratch with Costello, John Cox steadily gained on the three handicap men in the ten mile trade riders and private owners race and won handily in 11:02. Costello on a Peugeot fell on the upper turn and lost a lap at the second mile. He put up a game fight for the balance of the race and rapidly closed up on the handicap men. He had already passed Barnard, who had a minute handicap, when the latter dropped out at the fifth mile. Graves, who had a minute and a half, was too far ahead for either Costello or H. W. G. Cox (30 sec.), so that the race for third place was between these two. Their finish furnished the most exciting incident of the day. The crowd was with Costello and loudly cheered him at each mile and when he was seen to turn the backstretch about twenty yards behind H. W. G. Cox on the final lap the interest was intense. He gradually crept up closer, inch by inch, but the distance to go was too short and Cox crossed the line half a length ahead of him.

Considering that the races were put on at the last minute and the absence of the stars, the meet was very successful. The policing was bad and there was no bluecoat in sight to keep back the crowd when the accident occurred in the novice race, but outside of this the races were run off in an orderly manner. The summary:

Three mile novice—Won by H. W. G. Cox, 6 Excelsior; second, I. W. Barnard, 5 Indian; third, Wm. Pearson, 6 Excelsior. Time, 4:12.

Five miles, private owners—Won by H. W. G. Cox, 6 Excelsior; second, A. Graves, 4 Indian; third, Wm. Pearson, 6 Excelsior. Time, 6:52.

Five mile novelty, open—Won by John Cox, 7 Reading Standard; second, M. Costello, 7 Peugeot; third, A. Graves, 4 Indian. Time, 8:00.

Ten mile handicap, trade riders and private owners—Won by John Cox, 7 Reading Standard; second, A. Graves, 4 Indian (1:30); third, H. W. G. Cox, 6 Excelsior (30 sec.). Time, 11:02.

Joliet Riders Organize.

At a meeting on the 16th, the Joliet Motorcycle Club, of Joliet, Ill., was organized. More than 20 motorcyclists joined the club at the initial meeting and membership in the F. A. M. will be applied for.

PACIFIC COAST AMATEURS ON THE OAKLAND MOTORDROME.



Start of the 25 mile amateur race, May 21st. Alzina, the winner, at lower end of picture, defeated Broadrick in a brilliant sprint after the latter appeared to be having everything his own way.

Indiana Club Plays the Host.

Two hundred motorcyclists from all directions were the guests of the Indiana Motorcycle Club on Memorial Day. The 500 mile race at the Indianapolis Speedway was a drawing card for motorcyclists as well as automobilists. The Calumet Motorcycle Club, of Chicago, failed to make its endurance run to Indianapolis as was planned, on account of the motorcycle races at Chicago, so the Indiana club had about 100 less visitors than it was expecting. But without the Calumet riders, the Indianapolis motorcyclists had their hands full entertaining the motorcyclists that did go to Indianapolis.

The Indiana Motorcycle Club, of Indianapolis, will hold its big annual race meet at the Indianapolis Fair Grounds mile race track on the 3d and 4th of July. This is a certainty now, as the club has applied for a sanction and has closed a contract to furnish the motorcycle races at the Fair Grounds track on those two days, in connection with the annual picnic of the National Locomotive Engineers and Firemen's Union, that will be held at Indianapolis this year.

The program that the club will arrange will consist of not less than seven events each day, and a large number of the events will be open to riders all over the country. The union of the locomotive engineers and firemen is to furnish the cup and prizes for the races and the Indiana Motorcycle Club is to get a certain per cent. of the gate receipts also for staging the meet.

F. A. M. TWO-MILE CHAMPION.



Ben Broadrick, of San Francisco, winner of two mile championship, at Oakland.

Chicago Club Plans Two Day Meet.

Keeping up with the pace of the other big clubs in holding race meets on a big scale, the Chicago Motorcycle Club is to hold a two day meet at Kenosha, Wis., on June 3-4. This place was decided on as the location for the meet after a consultation with M. E. Kent, the owner of the track, who dropped in at a recent meeting of the club. He informed the members that the new mile track there is very hard-surfaced and fast, and will stand high speed, being banked ten feet on the turns. Kent will assume the work connected with pulling off the meet at his end of the line, while the club will handle the Chicago end. The racing committee has arranged a program for the two days including eight and nine events, respectively. The headline attraction of the second day is to be a club team race to be run off in two heats, one for 30.50 and one for 61.00 class machines. Two men will be on each team and the winning club will be decided on total points from the two heats. A handsome cup will be the trophy.

Great Interest in Cycle Pageant.

A bicycle and motorcycle parade, under the direction of the Williamsport (Pa.) Motorcycle Club and the Wolf Hound Bicycle Club, was held in Williamsport on Monday evening, May 22.

A POPULAR SOUTHERN CALIFORNIA AMATEUR.



Frank Loge, who won the "mile high" hill climb in Redlands, Cal., on April 28th, on a Merkel.

Malone Wins at Zanesville.

Motorcycle racing at Zanesville, O., had its start for the season on May 25, at the fair grounds. Lee Malone, on a Yale, was the star of the meet, easily winning all the events in which he started. The track was very heavy. Summary:

Half mile, flying start—Won by Lee Malone, Yale. Time, 0:39⅗.

Three miles, 4 horsepower belt machines—Won by Ben Tunis, Thor. Time, 5:42.

Two miles, 4 horsepower belt machines—Won by Pearl Brehmer, Excelsior. Time, 3:42.

Half mile novelty—Won by Lee Malone, Yale. Time, 4:37.

Five miles, 7 horsepower belt machines—Won by Lee Malone, Yale. Time, 8:41⅕.

Three miles, open—Won by W. Williamson, Indian. Time, 4:30.

Five miles, for 6 and 7 horsepower machines—Won by Lee Malone, Yale. Time, 6:44.

Eighth mile slow race—Won by Lee Malone, Yale. Time, 2:18⅕.

Kiel Wins Ten Mile Race at Fort Wayne.

Walter Kiel won the ten mile motorcycle race held at Fort Wayne, Ind., in connection with the aviation meet. His time for the distance was 10:49. John Hughes, blinded by the lust, lost control of his machine, running into the fence resulting in a fracture of his skull. Kiel, the winner, did not know of the accident and continued on his course.

Opening of New Denver Motordrome.

Threatening weather did not keep away the crowd from the opening of the new saucer motordrome at the Tuileries, Denver, Col., on Sunday, 28th ult. Summary:

Ten miles, twins, professional—Won by Armstrong; second, Good; third, Albright. Time, 7:49.

Ten miles, singles, professional—Won by Wolters; second, Armstrong. Time, 9:52.

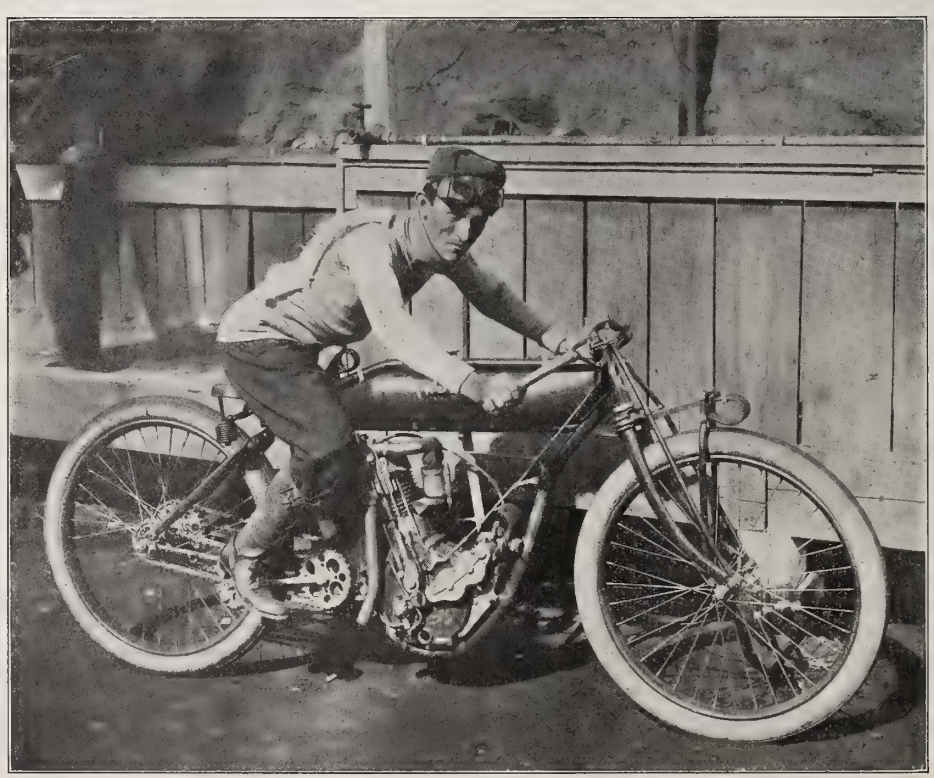
Five mile match race, professional, Armstrong vs. Clayton—Won by Armstrong; second, Clayton. Time, 4:35⅘.

Five miles open—Won by Armstrong; second, Good. Time, 3:52⅕.

Endurance Run of Toronto Club.

On May 24 a holiday in Canada, 20 members of the Toronto Motorcycle Club held an endurance run to Cobourg, Ontario, and return, a distance of 140 miles for the whole journey, 15 of the 20 lining up on the main street of the pretty little lake shore town at noon for their photograph. A feature of the run was the performance of the lightweight machines, which were in the going from the start to the finish. The president of the club, J. W. Gibson, straddled a little 85 pound Motosacoche and completed the journey as nicely as any competitor. The course was very hilly, but the Triumphs, Bradburys and Browns seemed right at home.

BURKE, A FAST ATLANTA SPEED MERCHANT.



Riding an Indian, he captured two events at Atlanta on May 21st—the ten mile novice and six mile open.

MANY PERFECT IN JERSEY 24 HOUR RUN

Night and Day Ride of 310 Miles Finds 29 Survivors—Three "Manufacturers" Teams in a Tie—Incidents Along the Route—The Man with the Hose.

Bleary eyed, tired and dusty, from an all night and all day ride over New Jersey's superb roads, 29 of the 39 motorcyclists who started from Newark on Monday night, 29th ult., in the 24 hour endurance run of the New Jersey Motorcycle Club, finished their twice-around-the-clock journey on Tuesday night. Twenty-four of them had perfect scores, entitling them to gold medals; two of them were penalized and will receive bronze medals, and the other three will not get anything, as they were not survivors as defined by the rules. They finished only as non-contestants. The distance was 310 miles, and it was the first contest of the sort ever held in this country.



THE LINE-UP BEFORE THE START, IN THE NEW JERSEY 310 MILE ENDURANCE RUN

Four of the five teams that started in the manufacturers' division for the Pascal trophy finished, three of them with perfect scores. The Harley-Davidson, Excelsior and Yale teams made perfect scores, the Indian team lost two men and had but one survivor, and the Reliance team went out entirely. While the winner of the trophy is not yet known, it is said unofficially to be the Harley-Davidson team. The award will be based on consistent running, and will be decided by the secret control scores which are yet to be compiled.

Perfect weather favored the contestants all the way, and this in conjunction with ideal roads and an easy schedule went far toward making the run easy. At 7:30 p. m., Monday, the riders were sent away in squads from Newark, and the start was witnessed by a large crowd, which made starting difficult, the men having to ride between lanes of people for blocks.

Once out of the city, the riders bunched in groups of three or four and struck a steady pace and held it. There was no disposition to race or get up in front. Many of the riders had provided themselves with Prest-O-Lite tanks and big automobile lamps, and there was plenty of light, especially when the beams of three or four lamps were concentrated. All had tail lamps also, and it was easy to distinguish riders ahead. Very little traffic was encountered during the night, and a majority had little to do but ride and watch the road ahead.

From Newark the route led over fine roads to Lakewood via Elizabeth, Rahway, the Amboys and Freehold. This first leg was 60 miles, Lakewood being the first checking station. At Rahway the Reliance team was delayed and lost one of its members; the other two continued, but were forced out later on.

An amusing incident occurred below Rahway. As the riders passed through a street of a suburb a man with a hose who was sprinkling the road drenched the riders as they passed. He seemed to enjoy his fun hugely, although his victims did not. The riders "cussed" him roundly but did not go back to fight. At Morgan station, near Keyport, the riders encountered car tracks above the road and crushed



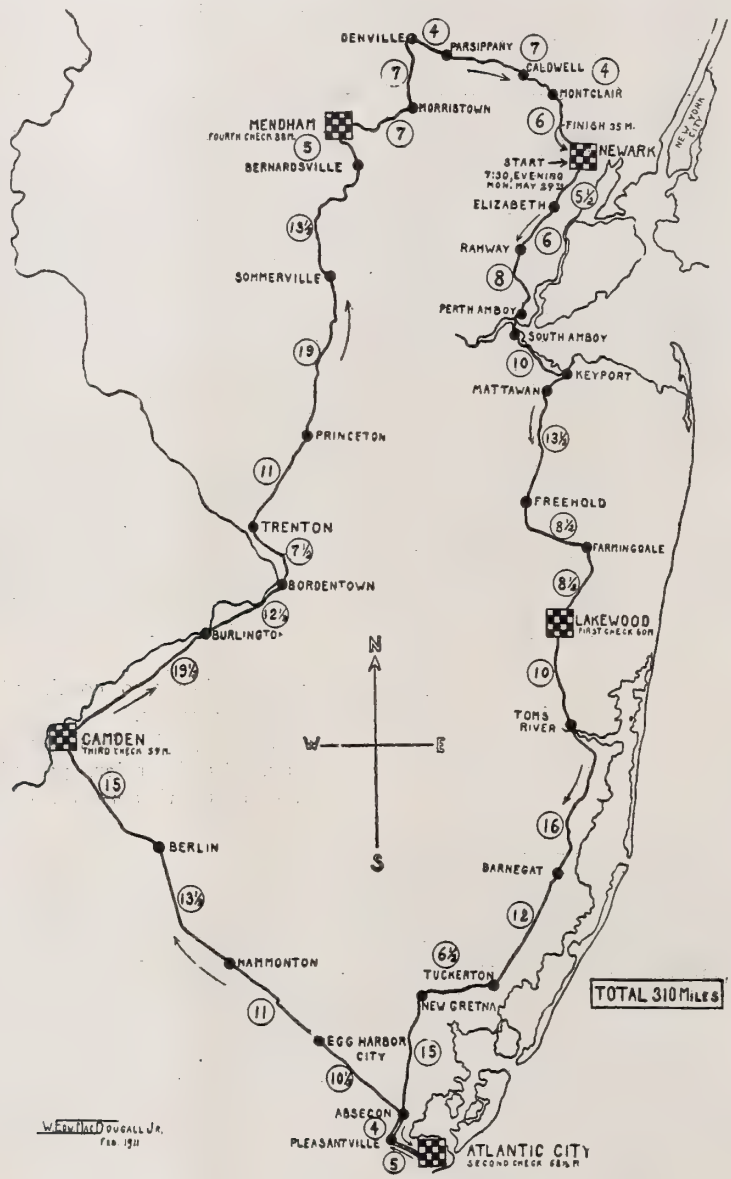
STARTING OFF IN SQUADS OF FOUR

stone, and several took spills. One of those who went down was G. L. Marshall, New Era. He smashed his lamp, as did several others. There were a few sand spots near Lakewood but nearly all got in O. K.

Half an hour was spent here at midnight for lunch, and then the contestants started the second leg to Atlantic City, 68½ miles from Lakewood. This stretch was one grand ride, with no troubles. The advance guard reached "the Board Walk" at 5:30 a. m. Tuesday morning, and nearly all checked on time here. Mr. and Mrs. Cox, in the N. S. U. side-car, withdrew at Atlantic City, having lost the two-speed several miles back

Again fine roads greeted the riders on the third leg, between Atlantic City and Camden, 59 miles. The riders loafed along easily, although the day schedule of 17 miles was in force. At every small town some riders left money at lunch rooms. At Camden the Yale Motor Co. had made excellent preparations for checking and furnishing food to the men and supplies for their machines. Local riders acted as guides in and out of town.

Trenton, Princeton and Somerville rolled off the route in rapid order. At the latter place the first secret control was located, just around a turn in the road, where the riders came on it unawares. Several of the riders had a hunch or tip of some sort as to the general location of the control and were prepared for it. R. B. Whitehead and H. C. Page, two members of the club, did the checking here.



PATH OF THE NEW JERSEY 24 HOUR ENDURANCE RUN

At Somerville Joseph Buckingham, of the Harley-Davidson team, fell and cut his knee. He did the same thing to the same knee at Bernardsville, but, after getting patched up at a farm house, he went on. Hamilton, of the Indian team, sprained his wrist in a fall at Keyport. He continued, but in some way got misdirected and got off the road. After floundering about helplessly he cut across country and picked up his companions near Mendham, but was out of the run.

The other secret control was at Morristown. Along this section the riders struck the only hills on the run. Thirty-five checked at Mendham. The last leg, to Newark, was over rolling country, mostly down hill with fine roads. Near Denville the road was closed and it was necessary to make a detour of 1½ miles across country roads, which were very dusty. Frost, of the Indian team, fell over a log and damaged his machine.

A big crowd was on hand to welcome the riders as they rolled into Newark, the finish, most of them fairly encrusted with dust and grime, but happy. The run was a big success, according to the club officials, and the large number finishing is accounted for by the easy schedule. Perfect checking arrangements and adequate supplies of food and fuel at controls helped materially toward the success of the contest. Riders from four states participated. J. B. Simmons, of Delaware, a 300 pounder, and the heaviest man on the run, came through perfect.

In the contest for the club trophy, a silver plaque, eight outside clubs competed. The New Jersey club had the most members, but was not eligible for this trophy. It was won by the Pennsylvania Motorcycle Club, of Philadelphia, which had three members in the contest. The other clubs represented were the North Jersey, Hackensack, Plainfield, New York, and both of the touring clubs of New York. The official scores already compiled are as follows:

Rider and Machine.	Score.
George Reichey, 4 Yale	1,000
Harold Nichols, 4 Yale	1,000
P. W. Stevens, 7 Yale	1,000
Howard Hill, 6 R-S	1,000
H. G. Truppner, 3½ Yale	1,000
B. Huerlander, 4 Yale	1,000
Stanley Beach, 6 Excelsior	1,000
C. B. James, 3½ Excelsior	1,000
Harvey Snyder, 4 Excelsior	1,000
W. E. MacDougall, Jr., 6 Excelsior	1,000
H. N. Davis, 4 Excelsior	1,000
Holmes Wright, 6 Excelsior	1,000
Robert Black, 4 Merkel	1,000
J. Buckingham, 4 Harley-Davidson	1,000
S. B. Thorpe, 4 Harley-Davidson	1,000
Otto Krause, 4 Harley-Davidson	1,000
Earle S. Eckel, 7 Indian	1,000
J. B. Simmons, 7 Indian	1,000
John Lake, 4 Minneapolis	1,000
J. J. Cox, 4 R-S	1,000
Watson Kluczek, 4 Harley-Davidson	1,000
John Benders, 4 Harley-Davidson	1,000
Alex Klein, 4 Harley-Davidson	1,000
J. C. Stevens, 4 Harley-Davidson	1,000
G. A. Smith, 6 Merkel	978
D. L. Marshall, 4 New Era	973

Manufacturers' Team Contest.

J. Buckingham, Harley-Davidson	1,000
S. B. Thorpe, Harley-Davidson	1,000
O. Krause, Harley-Davidson	1,000
G. Reichey, Yale	1,000
H. Nichols, Yale	1,000
P. W. Stevens, Yale	1,000
H. Snyder, Excelsior	1,000
W. E. MacDougall, Jr., Excelsior	1,000
H. Wright, Excelsior	1,000
E. S. Eckel, Indian	1,000
G. F. Frost, Indian	Out
G. Hamilton, Indian	Out
A. Boschen, Reliance	Out
P. Boschen, Reliance	Out
G. Rogers, Reliance	Out

SENSATIONAL RACING AT HAWTHORNE

National Five Mile Championship Captured by Hart—Harry Nixon Killed in a Crash—Paul Bailey Dangerously Injured—Chicagoans Give Three Day Program.

Five thousand motorcycle "fans" attended the opening of the three days' meet of the North Shore Motorcycling Club, at Hawthorne track, Chicago, Ill., on last Sunday. The opening event was just enough to set the crowd going and arouse their enthusiasm for what was to come. They were there with the expectation of seeing some hair raising stunts, and record breaking runs, and they saw even more than they hoped for.

Many of the best riders in the country, including Huyck, Teubner, Hart and Nixon, faced the starter in the second event—a ten mile traders, 61 class. The riders were off in a bunch. The first mile finished, "forty-eight seconds for the mile," announced the timer amid the cheers of the crowd; Hart was in the lead with Teubner in hot pursuit; the rest of the riders were scattered behind. At "Dead Man's Bend" Hart, who was speeding with the dare-devil courage for which he is noted, opened up the "juice" to the limit—there was a scraping and a thud!—in the lull that followed the leaders were hidden for the moment by a heavy cloud of dust! Hart had fallen! The front tire on his machine had burst, causing the rider to lose control, and he was down in a heap directly in the path of the racers behind. Nixon, Bailey and Hinckley were in a bunch. Bailey, without cutting his speed, dexterously avoided the heap of flesh and iron and streaked past for about a hundred feet, when, becoming blinded by the cloud of dust, he lost control of his machine and was tossed high in the air over the outer fence. In the meantime Nixon had dashed head on into the wreckage, his machine throwing him, and he struck the outer fence with such force that the top board was ripped away. By this time the crowd in the grandstands had become almost frenzied, pouring from the grandstand beyond all control, for the time, by the police. Hinckley's machine hit what was left of Hart's; Huyck in some way, unknown even to himself, had managed to worm his way through the mass of wreckage. Surgeons, trainers and policemen in less time than it takes to tell it had rushed to the spot. Nixon and Bailey were placed in an ambulance; others were assisted or hobbled off the track. Nixon died in the hospital a few minutes later, and Bailey is still suffering from fracture of the skull and internal injuries.

After things had quieted down, the officials announced that the race would be again started, and amid the thunderous cheers of the fans Frank Hart limped to the starting line, with Teubner and Galitzki beside him. When he came to the curve, however, Hart invariably slowed up, with the result that he finished last. Teubner came in first, on a Merkel, with Galitzki, in an Indian, second, and Hart, Indian, third. Time, 10:51⅗.

The first event was the novice, for light machines, and was won by W. F. E. Williamson on an Excelsior; Raymond on an Excelsior second and Mitchell on an M. M. third. Time, 6:18⅖.

Third race, five miles, private owners—Williamson, Excelsior, first; Turner, Merkel, second; Walsh, Harley-Davidson, third. Time, 6:13⅗.

Fourth race, ten miles—E. W. Mathews, Thor, first; Huyck, Merkel, second; De Salvo, Excelsior, third. Time, 10:58⅖.

Fifth race, five miles—Galitzki, Indian, first; Williamson, Excelsior, second; Turner, Merkel, third. Time, 6:03⅘.

The sixth, the last race of the day (four others having to be postponed on account of rain), was a five mile contest for the high powered machines and was won by Galitzki on an Indian; Hart, on an Indian, was second, and De Salvo, Excelsior, third. Time, 5:11 flat.

On Monday the main event was a ten mile free-for-all and was won by F. Sporleder, riding a Waverly. The time was 10:26, and, though this was not exceptional, the race was one of the most closely contested and sensational on the program. At the crack of the pistol Huyck on a Merkel took the lead and held it for three miles, when Sporleder passed him. In the fifth mile Huyck took the lead again, with Matthews, on a Thor, second, and Sporleder, third. The riders kept this position up to the ninth mile, when Sporleder went to the front. In the last mile the riders were all in a bunch, and struggled desperately for the position on the stretch, but Sporleder pulled away in the last 200 yards and won the race by a length. Sporleder established a competition record of 1:00⅗ for the track in a flying start, for singles, 30.50 class. Teubner, on a Merkel, in the time trials rode a mile in 0:55⅕. The summaries for the day were as follows:



E. W. MATHEWS AND HIS THOR 30:50 TEN MILE WINNER

Ten miles, free-for-all, 30.50 class—

Sporleder (Waverly)	1	1	1	1	1	1	1	1	1	1
Matthews (Excelsior)	4	4	4	4	4	3	2	2	2	2
De Salvo (Excelsior)	3	3	3	3	2	2	3	3	3	3

Time—10:51⅗.

Five miles, free-for-all, 61.00 class—

Teubner (Merkel)	2	1	1	1	1
Huyck (Merkel)	5	3	2	2	2
De Salvo (Excelsior)	4	4	4	3	3

Time—5:04.

Five miles, private owners, 30.50 class—

Turner (Merkel)	1	1	1	1	1
Williamson (Excelsior)	2	2	2	2	2

Time—6:15⅘.

Time trials, flying start—

Teubner (Merkel) 0:55¼

Sporleder (Waverly) 1:00⅗
Matthews (Thor) 1:05
De Salvo (Excelsior)..... 1:03⅘

Ten miles, free-for-all, 30.50 class—

De Salvo (Excelsior)...2 2 1 1 1 1 1 1 1 1
Matthews (Thor).....1 1 2 2 out

Five miles, private owners, 30.50 class—

Turner (Merkel) 1 1 1 1 1
Williamson (Excelsior) 2 2 2 2 2
Blankenheim (Indian) 3 3 3 3 3
Time—6:05⅕.

Ten miles, free-for-all—

Sporleder (Waverly)...3 2 2 1 3 3 2 2 1 1
Huyck (Merkel).....1 1 1 2 1 1 1 1 2 2
Matthews (Thor).....2 3 3 3 2 2 3 3 3 3
Time—10:26.

Hart met with another accident in the final race of the meet on Tuesday. He was riding at about a 65 mile clip, but on approaching the east curve of the track attempted to shut down his speed. His machine skidded and Hart was hurled 50 feet across the track, miraculously rolling under the fence to safety. The grandstands were packed to their full capacity, and 12,000 people gasped in horror expecting to see a repetition of Sunday's sad mix-up, but they sent up a roaring cheer when they saw the plucky rider rise, stagger to his machine and wheel it out of the path of the two other riders.

Hart was the star of the day, if not of the entire meet. His daring disregard for life and limb set the crowds going more than once in wild exclamations and cheers of appreciation. In the F. A. M. five mile national championship race Hart established a new track record for the Hawthorne course, winning the championship and covering the course in 4:54⅘. After a poor start he took a 20 foot lead over



HARRY NIXON

Teubner, keeping this distance to the finish.

In the 20 mile race in which Hart nearly lost his life, Teubner had a desperate struggle with Huyck all the way. Huyck pushed his opponent to the limit. He tried to crowd Teubner to the rail on the west curve of the final lap. Teubner was too wise for him, however, and won by about ten yards.

Ed Bomark, a mechanic in the Chicago Indian agency, was an added sensation to the day's racing, for his utter disregard to simple ordinary caution caused even the other dare-devil riders to refuse to ride against him and he was forced to withdraw. The summaries for the day were as follows:

Five mile free-for-all—Teubner, Merkel, first; Huyck, Merkel, second; Sporleder, Waverly, third. Time, 5:01⅖.

Ten mile handicap, stock—Bomark, Thor, first; Williamson, Excelsior, second; Blankenheim, third. Time, 10:39⅗.

Ten mile, trade riders—Hart, Indian, first; Williamson, Excelsior, second; Matthews, Thor, third. Time, 11:26⅗.

Ten mile free-for-all—Teubner, Merkel, first; De Salvo, Excelsior, second; Huyck, Merkel, third. Time, 10:05⅕.

Five mile, 61 class, stock—Hart, Indian, first; Bomark, Indian, second; De Salvo, Thor, third. Time, 5:00⅕.

Five mile, F. A. M. national championship—Hart, Indian, first; Teubner, Merkel, second; Huyck, Merkel, third. Time, 4:54⅘.

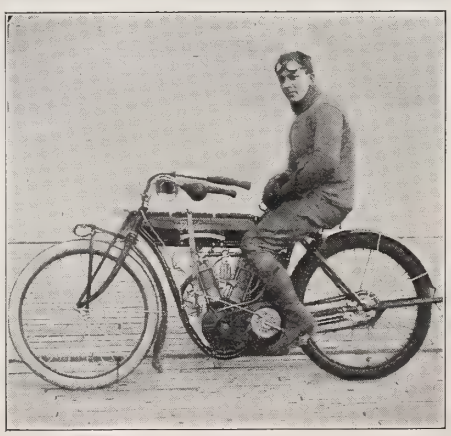
Twenty mile free-for-all—Teubner, Merkel, first; Huyck, Merkel, second; De Salvo, Thor, third; Hart, Indian, out. Time, 10:02⅕. Average of 65 miles an hour.

Schmidt Wins Pittsburgh's 100 Mile.

Schenley Park Oval, Pittsburgh, Pa., was the scene of the 100 mile race of the Pittsburgh and Allegheny Motorcycle Club on Decoration Day. Holding the lead from the first to the 50th mile almost continuously, and from the 77th mile to the finish, A. J. Schmidt won the event in 2:31:19⅕ on an Indian. E. J. Markene, a youth of 18, in a desperate sprint pulled up to Schmidt on the 51st mile, forged ahead, and they raced almost neck-and-neck until the 77th mile, when the gruelling pace proved too much for Markene. He collapsed and had to be carried from the track while Schmidt steadily increased his lead on the other contestants, and finished nearly two laps ahead of C. F. Seitz (Merkel). O. S. Clements, on a Harley-Davidson, took third. Markene, as the first private owner to cover 50 miles, carried off the prize donated by Harry Neff, a North Side dealer.

Klark Takes Three Races in Detroit.

Don Klark came out a victor in three of the races held at the State Fair Grounds, Detroit, Mich., under the auspices of the Motorcycle Club of Detroit. In the third event on the program, a five mile race, Klark, on his Indian, made one of his famous starts, leaping to the front and keeping that position the entire distance, leaving no doubt at any time as to the result. The time for the race was very poor, being 5:30. In the five mile club handicap which was nothing more than a three man affair between Klark and Mohan on Indians, and Kirk, with his Excelsior, Klark had a little better fight, but won the race in 5:11. In the final race on the card, the unknown distance, Klark went to the front at the start again, and once there threw everything wide open, and began to lap



DON KLARK

the other riders, before the end lapping the second man three times. The time for 19 miles was 18:05⅖.

Walker Shows His Gait at Point Breeze.

Henry Walker, straddling a Harley-Davidson, beat all comers at the motorcycle race meet of the Traymore Athletic Club at Point Breeze track, Philadelphia, Pa., on Sunday, 21st inst., and won both the one and ten mile events. The 25 mile race was called off on account of darkness.

The summary:

One mile open—Won by Henry Walker, Harley-Davidson; second, Edward Thompson, Thor; third, James Keenan, Yale. Time, 1:24⅕.

Ten mile open—Won by Henry Walker, Harley-Davidson; second, Edward Thompson, Thor; third, Jules Elker, Thor. Time, 14:09.

Kipp and Kerr Are Minus Cuticle.

Canadian motorcycle cracks are faring badly this season. Herb Kipp, the Dominion champion, who has made a name for the Indian in the country to the north, fell from his machine a few days ago, while rounding a corner, and lost two or three patches of skin, besides being well shaken up. Kerr, another Indian enthusiast, who is Kipp's greatest rival, was trying out his machine on the mile trotting track at Toronto when his back tire burst, throwing him a considerable distance, inflicting a terrible gash in his head, breaking his right leg and injuring his arms. Kerr is at present in a very weak condition.

Southampton Run Medals Ready.

M. E. Toepel, secretary of the New York Motorcycle Club, announces that Southampton run medals are ready. They can be obtained by applying at 256 W. 55th street, New York City.

San Francisco Boasts a Model Motorcycle Branch

Many advanced features mark the new branch that the Hendee Mfg. Co., of Springfield, Mass., has established in San Francisco, Cal., for the distribution of Indian motorcycles. The branch, which is under the management of C. C. Hopkins, the former San Francisco agent for the Indian, is at 234 Van Ness avenue, at the corner of Ivy street, and about two blocks from Market street, in the middle of motorcycle and automobile row. Van Ness avenue, which is the widest thoroughfare in the city, is occupied for seven blocks almost exclusively by motorcycle, automobile and tire establishments. The building for the branch was especially constructed for the Hendee Company, and was arranged for the peculiar needs of the motorcycle business.

The salesroom is large and well lighted and there is nothing "stuffy" about this handsome room. A public reading room is one of the features of the building. All the current motorcycle papers are kept on file; comfortable chairs and settees, a writing desk, road maps and other conveniences are provided for visitors and are always at their disposal during business hours. A fine view of the many peaks that surround San Francisco is obtained from the windows of the reading room. The manager's office on the second floor affords a good view of Van Ness avenue south. In the parts and shipping room all motorcycle parts except those of large size are kept in hardwood cabinets, the large parts being stored in special bins. The room opens to Ivy avenue and is provided with an electric elevator to the stock room above. The stock room has a capacity of three carloads of crated machines. In the repair shop there is electric power an enameling oven and all necessary machine and tool equipment. A swinging stairway leads to a large deck, a portion of which is visible in the illustration. Adjoining the regular shop is a room designated as "Public Shop," in which visitors are welcome to do their own overhauling. Several lockers are provided in this public shop for the use of visitors in hanging up their clothes while working.



SALESROOM



STOCK ROOM



LIBRARY



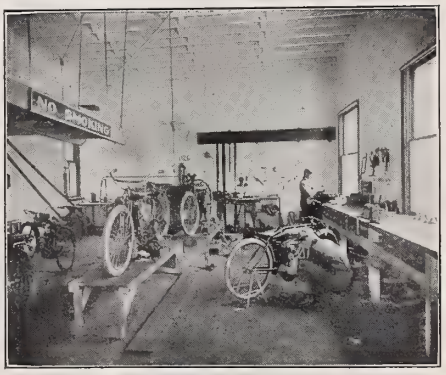
EXTERIOR VIEW



HOPKINS'S TEPEE



PARTS ROOM



REPAIR SHOP

Must Do Its Own Engine Measuring.

Any person who may be dissatisfied with the measuring of the cylinders of motorcycle engines in the way the F. A. M. officials do it, and thinks that a better way can be found by having the Automobile Club of America's technicians do the measuring, has another think coming, to use a slang phrase. For when the proposition was suggested to the A. C. A. folks by Chairman Thornley, of the F. A. M., competition committee, they turned it down flatly and declined to involve the club in motorcycle affairs in any way whatsoever, even though it be but a measuring of cylinders.

It will be recalled that early in the spring the Hendee Mfg. Co., Springfield, Mass., issued a statement to the effect that in view of the trouble that always followed the measurement of record-breaking machines on the Pacific coast, it would ship all machines that in future broke records to New York for measurement, and suggested that Chairman Thornley have this measuring done by the technical engineers of the A. C. A.

When DeRosier's Indian No. "21" arrived in New York the chairman undertook to carry out the suggestion and struck a snag. He was informed by the mechanical engineer of the A. C. A. that he absolutely declined to involve the A. C. A. in motorcycle affairs by measuring engines, as such action on his part might lay him open to criticism by the club, for lending its name or equipment for outside affairs. Therefore the chairman of the F. A. M. competition committee was compelled to do the measuring himself.

MARYLANDERS HOLD LIVELY MEET

Anderson, Thomas and Tiemeyer Score Victories at Electric Park—Rain Cuts Short the Sport.

The first set of races of the Maryland Motorcycle Club was held at Electric Park, Baltimore, Md., on May 30, and the only thing to mar a total success was a thunder shower which came along in the middle of the program as an added event, causing three of the six races to be called off.

J. Boyd Anderson, from Elizabeth City, N. C., won the second event, a five mile trade riders race, on his 4 horsepower Indian, also running second in the Australian pursuit race won by Chic Thomas. In the traders race won by Anderson, Matt Gault held the lead for five laps, but Anderson tok the curves in such fine style that he won the race with several yards to spare.

The first event on the program was a very classy three mile novice stock machine race. John Johnson, on a 5 horsepower Indian, held a slight lead over Frederick Tiemeyer on a similar machine, but in the stretch Tiemeyer pulled ahead just enough to win. Irwin Sandruck, on an Excelsior, finished third. Only good judgment saved G. W. Heinz from a spill during the race when he pulled a tire.

The Australian pursuit race only went four and a half miles, when Anderson, riding a four single machine, suddenly broke the driving chain and had to retire. Thomas on his 5 horsepower Indian was steadily gaining on Anderson when the accident occurred and was declared the winner. The summary of events:

First event, three mile novice (stock machines)—Frederick Tiemeyer, 5 horsepower Indian, first; John Johnson, 5 horsepower, Indian, second; Irvin Sandruck, 6 horsepower Excelsior, third. Also raced, William Rasmussen, G. W. Heinz, H. A. Forman, Basil Sollers, Bert Heinz and G. C. Sandruck. Time, 4:26¼.

Second event, five miles, trade riders (stripped stock machines, 30.50 cubic inches limit)—J. Boyd Anderson, 4 horsepower Indian, first; Thomas R. Dedge, 4 horsepower Indian, second; H. M. Gault, 4 horsepower Indian third. Also raced, Bert Heinz, H. A. Forman, Fred Tiemeyer and G. W. Heinz. Time, 7:04¾.

Third event, Australian pursuit race—Won by Chic Thomas on a 5 horsepower Indian, over J. Boyd Anderson, on a 4 horsepower Indian. Distance, 4½ miles. Time, 6:09.

Virginians on the Jamestown Oval.

Seven motorcycle races were put on at the Jamestown track, Norfolk, Va., on the 26th ult., rain interfering with the eighth scheduled event. In the ten mile handicap, open, Anderson, from scratch, won in the excellent time of 9:48⅗. The summary:

Five mile novice, 4 horsepower—Won by Gwynn; second, Joynes; third, Lawler. Time, 6:16⅖.

Ten mile scratch, Virginia state "championship" open and handicap—Won by Gwynn; second, Gentry; third, Hines. Time, 12:14⅘.

Three mile obstacle, open—Won by Anderson; second, Joynes; third, Lawler. Time, 4:53⅖.

Ten mile match race between Feuerstein and Anderson—Won by Feuerstein. Time, 10:58⅗.

Then mile handicap, open—Won by Anderson (scratch); second, Gwynn (1 min.); third, Bliven (1 min.). Time, 9:48⅖.

Five mile handicap between Feuerstein and Gwynn (45 sec.)—Won by Feuerstein. Time, 5:27⅖.

Five mile, belt drive, up to 4 horsepower. Won by Lawler; second, Gilbert; third, Daniels. Time, 6:15⅖.

Indianapolis Has an Indian Club.

An Indian motorcycle club has been organized at Indianapolis. The first meeting was held last Friday and temporary officers were elected. Another meeting will be held the last of this week at G. H. Westing's Annex and the plans of the organization will be further advanced and the organization will be made more complete. At the first meeting 18 Indian riders joined and the temporary officers that were elected are Charles Wyatt, former president of the Indiana Motorcycle Club, temporary chairman; Will Gropp, treasurer, and Chance Olin, secretary. A committee composed of C. C. York, Karl Schneider and H. W. Beard was appointed to form rules and regulations.

Dues have been made 50 cents a month and the club will give at least one pleasure run a month. It is not the intention of the club to work against the plans of the Indiana Motorcycle Club, but it is their intention to co-operate with the old club and help them in any way possible.

In order to celebrate fitly the birth of the Indianapolis Indian Club, C. H. Westing, the Indianapolis agent for Indian motorcycles, will give another run for the Indian riders. Westing gave a run a few weeks ago for the motorcyclists, and the riders may be taken to Spring Lake again for a chicken dinner. Westing has promised to give a number of runs for the club this summer.

Maryland Club Adding Members.

Although organized only last winter, the Maryland Motorcycle Club, of Baltimore, Md., already has gained a large membership and daily is receiving applications from would-be members. The club is open to all, regardless of mounts, and has done good work by placing itself on record against speeding and useless noise in the city.

CLEVELAND RUN RESULTS IN TIES

Five Trade Teams and 32 Individual Riders Have Perfect Scores in Hard Three Day Contest.

Rain, mud, hills and the longest course over which motorcycles have been sent in competition this year, failed to knock out many of the contestants in the three day endurance run of the Cleveland (O.) Motorcycle Club on the 28th, 29th and 30th ult. Of the 44 starters 36 finished, and 32 of them had perfect scores. Of the six trade teams which were competing for the Cleveland News cup, five of them finished with perfect scores.

The perfect score teams were the Harley-Davidson, Thor, Indian, Yale and Excelsior. The Emblem team withdrew after one of its members had been arrested at Norwalk for speeding. It is reported that the Harley-Davidson team was dissatisfied with a ruling and will not participate in the elimination trials which will be held to decide the winner in the trade class.

The runs were from Cleveland to Columbus, to Toledo, and back to Cleveland, a total distance of 510 miles. On the first day rain fell in the afternoon in a hilly country and the riders had plenty of busy moments on the slippery ground. Deep sand was encountered between Elyria and Norwalk, and also helped to tire out the riders. The Columbus motorcyclists escorted the contestants into the city. Tire trouble was plentiful, particularly on the third day, when perfect scores were spoiled on this account. The official scores still are withheld.

Spotswood Slings Speed at Mobile.

In connection with the horse races held in Mobile, Ala., on Friday evening, May 26, motorcycle riders started to wake up Mobile people by giving a few motorcycle races. The first was a two mile match race between Stein Dahlgren and T. E. Spotswood, Jr., both riding Thors IV., the latter winning by a close margin. Time, 2:36. The second race was a free-for-all, six machines starting, and the finish was in the following order: Spotswood, Excelsior, first; A. Martin, Thor, second; Dahlgren, Harley-Davidson, third. Time, 4:45. The races made a big hit with the crowd.

Middleboro Riders Start Club.

Eighteen riders of Middleboro, Mass., have organized the Middleboro Motorcycle Club and elected the following officers: President, C. A. Sherman; vice-president, John Harrington; secretary and treasurer, C. E. Anderson; captain, Sven Hoakansen; first lieutenant, Glen Perkins; second lieutenant, Edward Darney. The officers announce that charter members will be admitted at any time previous to July 4th.

KRAMER AND BLATZ ARE REPEATING

Cycle Champions of Last Year Again After Titles—Fogler Displaying Great Form —Bardgett is Vigilant.

Frank Kramer took the first step toward the eleventh annual N. C. A. professional sprint cycle championship on Sunday, 29th ult., by winning the one mile national championship race. Clarke took second by a very close finish, pulling ahead of Joe Fogler near the line, after being pocketed by Alfred Goullet on the last lap. The winners of the trial heats were Clarke, Kramer, Fogler and MacFarland, with Root, Fred Hill, Goullet and Lawrence also qualifying for the semi-finals. Kramer and Fogler were the leaders in the semi-finals.

At the fourth lap of the final, with two laps to go, Fogler jumped and Clarke followed him, with Kramer and Goullet bringing up the rear. At the end of the fifth lap Goullet took the lead in a rush. Clarke appeared doubtful just what to do, but finally decided to shake Fogler. However, Goullet had a good lead, and Kramer, with a clear field went after him. On the bell lap Kramer shot ahead, but Fogler seemed to lack his usual speed and Clarke landed second position by a foot in a final sprint.

Referee Bardgett again showed his hand by disqualifying Clarence Carmen, the winner of the one mile professional handicap from 175 yards, for team work. Bardgett gave as his reason the charge that Fred McCarthy held back the field to allow Carmen to make a runaway. Macfarland landed second from 60 yards, but was advanced to first by Carmen's disqualification.

The two mile invitation, professional, went to Fred Hill, of Boston, who won hands down, with Ernest Jokus and Floyd Krebs fighting it out for second near the tape, Jokus getting the better of the argument by a slight margin.

Chester Smith, of Baldwin, L. I., and Gus Wohlrab, of Jersey City, split up the amateur events. Smith led the field for the last lap and a half in the three mile open and beat out William Pettit in a close finish. Wohlrab cut away half a lap from the tape in the half mile handicap, winning by several lengths.

Weight was no handicap to Carl Ruden in the motorcycle race. Although he has an excess of avoirdupois over Jimmy Hunter of 50 pounds, he beat the latter by over fifty yards. The summary:

Half mile handicap, amateur—Won by Gus Wohlrab (65); second, Anthony Revello (65); third, Chester Smith (20). Time, 0:58.

One mile national championship, professional—Won by Frank L. Kramer; second, A. J. Clarke; third, Joe Fogler. Time, 3:01⅘.

One mile handicap, professional—Won by Clarence Carmen (175); second, Floyd Macfarland (60); third, Percy Lawrence (70); fourth, Jumbo Wells (90); fifth, W. L. Mitten (75). Time, 1:56⅘. Carmen disqualified for teaming.

Three mile open, amateur—Won by Chester Smith; second, William Pettit; third, Alvin Loftus; fourth, Joe Schieder; lap prize winner, Frank Cavanagh. Time, 6:33⅕.

Five mile motorcycle race—Won by Carl Ruden; second, James Hunter. Time, 5:52.

Two mile invitation, professional—Won by Fred Hill; second, Ernest Jokus; third, Floyd Krebs; fourth, Saxon Williams; fifth, Chris Scheller. Time, 4:42⅖.

Defeating both Kramer and Clarke in a three-cornered five mile match race, Joe Fogler again proved himself to be one of the king cycle sprinters of 1911, at the Newark (N. J.) Velodrome, on Decoration Day, 30th ult. The match was paced by single pacemakers all the way into the bell lap. At the bell Fogler went to the front. In the back stretch Clarke made his bid, with Kramer last. Fogler fought off Clarke all the way around the last turn, switched him high going into the stretch, and pounded in alone, with Clarke leading Kramer in for second.

The Shanley professional one mile handicap, which is to be an annual Decoration Day number, saw Fogler make a great ride from a bad position. He rode himself out, however, and Fred Hill, who had his wheel, was so luckily placed as to be able to jump to first money, with Kramer second and Clarke third. Menus Bedell disappointed 24 rival cash chasers by capturing the first man's purse in the professional two mile invitation.

Frank Blatz, the amateur champion of 1910, made a start on the 1911 title by winning the quarter mile amateur championship, while Frank Cavanaugh, from 140 yards, was the victor in the one mile amateur handicap. A "black bird" open was the opportunity for the colored amateurs to show what the word "scramble" means when applied to a bicycle race. The summary:

Quarter mile amateur championship—Won by Frank Blatz; second, Chester Smith; third, Carl Ericson. Time, 0:31.

B. M. Shanley handicap, one mile, professional—Won by Fred Hill (50); second, Frank L. Kramer (scratch); third, A. J. Clarke (scratch); fourth, Martin Ryan (150); fifth, Al Triebel (140). Time, 1:50.

One mile handicap, amateur—Won by Frank Cavanaugh (120); second, Alvin Loftus (40); third, William Pettit (80). Time, 1:56⅘.

Two mile invitation, professional—Won by Menus Bedell; second, Floyd Krebs; third, W. L. Mitten; fourth, Jumbo Wells; fifth, Joe Rieber. Time, 4:47⅘. (Chris Scheller, who finished fourth, was disqualified for coming through on the pole.)

Five mile three cornered match race—Won by Joe Fogler; second, A. J. Clarke; third, Frank Kramer. Time, 10:23.

Canadian Cyclists Night Meet.

By the light of myriads of Tungsten lamps Toronto bicycle fans to the number of several thousand, witnessed the first cycle race meet of the season on the night of May 24 at the quarter mile oval of the Scarboro Beach Amusement Park. The attendance was most gratifying, the promoters feeling it a safe forecast of another great summer, such as was experienced last year when a continual flow of excitement was kept up from May to October.

No less than 98 riders were entered to start. Al Krushel, of Buffalo, and Gus Hogben, of Hamilton, being among the visitors from outside points. Walter Andrews, the Canadian champion, had the time of his life. Late last fall he suffered a fracture of his left leg and was giving his pedal extremity its first real test. Everybody was out to be the "big train," but when the smoke cleared away it was found that Andrews had cornered no less than two of the three first prizes for open events. The handicappers beat him in the two mile handicap, else he might have secured another scalp. Gordon McMillan, of the Indians, was Andrews's chief contender, "Gord" being right on Andrews's back tire at the finish of two of the events, the mile open and the miss and out contest.

The kid riders made a great hit. In the boys' open race, distance one mile, for 17-year-olds, there were ten starters and they all acted like veterans. They kept in a bunch until the bell lap when H. Simons, of the Indians, beat out Bobby Staunton, of the Queen Citys, in a long sprint. Summary:

One mile, 2:40 class—Won by Gus Hogben, Hamilton; second, W. Rogers, Q. C. B. C.; third, A. Watson, Indians. Time, 2:28⅗

Boys' mile—Won by H. Simon, Indians; second, R. Staunton; third, Jas. Hall, Q. C. B. C. Time, 2:32.

Miss and out—Won by Walter Andrews; second, Gordon McMillan; third, Al Krushel, Buffalo. Distance, 1½ miles. Time, 3:45.

Mile novice—Won by Willie Rogers, Q. C. B. C.; second, F. Shaw, Q. C. B. C.; third, G. Morley, Q. C. B. C. Time, 2:32½.

Two mile handicap—Won by W. Spencer (400); second, H. Simons (400); third, Scotty Wilson, Indians (150). Time, 5:35⅗.

Marathon Is New Englanders' Event.

The Marathon cycle road race, which is to be held at Floral Park, L. I., some time this season, is to be held by the New England Wheelmen, of New York City, as was told last week, and not by the Empire City Wheelmen, of Brooklyn, as was incorrectly indicated in the heading. The big prize list for the event is at present in preparation.

LUG LONG BRANCH PRIZES HOME

New York Visitors Find Cycle Track Meet Easy Picking—Heidrick Shines in Feature Event.

Pothunters from New York and the metropolitan district floated down to the track meet of the Long Branch (N. J.) Cycle Club on Memorial Day and found the pickings very good. The visitors captured all the prizes in the open events, although the distribution of spoils was quite scattered. P. C. Heidrick, of Newark, won the feature event, the ten lap handicap, and also gathered first in the two lap handicap. A place in the one lap handicap completed his haul.

Joseph Kopsky, of the New England Wheelmen of New York, brought home the bacon in the quarter mile open, and took second in the one lap open. The latter race was won by John Becht, of the Empire City Wheelmen. Kopsky also got third in the ten lap handicap. In the club events, Karl Huhn won the four lap handicap, Bennett Woolley bagged the two lap handicap, and Oakley Hance shook down the big plum in the half mile scratch.

About 25 out-of-town riders were present and expressed themselves as well pleased with the treatment accorded them. The meet was held at Stengel's track and attracted over 1,000 people. Mishaps were few and of little consequence, the most serious occurring in the ten lap handicap. Stanton Shock attempted to cross in front of Wilson Beebe, and did not allow sufficient clearance. It brought down Beebe, and Louis Huhn crashed into him. Huhn received a bad gash in the leg. Charles E. Morris, the local dealer, who is a prominent worker in the club, acted as referee. The laps were three quarters of a mile. Summary:

Two lap handicap, amateur—Won by Paul Heidrick; second, L. Huhn; third, Waren Beebe. Time, 3:37⅖.

One lap open, amateur—Won by John Becht, E. C. W.; second, Joseph Kopsky, N. E. W.; third, Paul Heidrick. Time, 2:13⅖.

Four lap club handicap, amateur—Won by Karl Huhn (200); second, Oliver Norton (300); third, F. E. Miller (scratch). Time, 8:51⅕.

One lap novice for club members—Won by Howard Brown; second, Albert Griffin; third, Willard Lawyer. Time, 1:59.

One quarter mile open, amateur—Won by Joseph Kopsky, N. E. W.; second, James Dean; third, John Dean. Time, 0:25⅘.

Ten lap handicap, amateur—Won by Paul Heidrick (scratch); second, J. Schuster, E. C. W. (scratch); third, Joseph Kopsky, N. E. W. (40). Time 19:36⅖.

One half mile, club members—Won by Oakley Hance; second, J. W. Beebe; third, Frank Miller. Time, 1:00.

Two lap handicap, club members—Won by Bennett Woolley (200); second, Howard Brown (150); third, Willard Lawyer (100). Time, 3:41⅕.

Blossom Best in Bayonne's Race.

The seven and a half mile bicycle race, held by the Bayonne Wheelmen at Hamilton, Md., on Decoration Day, was won by Lyvell Blossom, of the Lafayette Wheelmen. The contestants were all somewhat hampered by severe showers, and Fred Fuller, of the Crescents, had a mishap with his tire before he had gone a mile, forcing him to stop for repairs. The time and how they finished is as follows:

Place	Name and Club	Time
1	Lyvell V. Blossom, Lafayette	20:57
2	A. Leimbach, Crescents	22:10
3	Charles Thomas, Crescents	22:24
4	William Leimbach, Crescents	23:24
5	E. Brehm, ———	24:22
6	Fred M. Sonneborn, Crescents	24:24
7	Frank Nelson, Baltimore	24:27
8	Wilbur M. Shaw, Carrolls	25:20
9	Thomas W. Baker, Crescents	25:27
10	George Sands, Bayonne	26:31
11	John D. Fuller, Bayonne	26:48
12	Lang M. Sonneborn, Crescents	27:34
13	George Peisstecker, Crescents	28:03
14	B. Edwards, Bayonne	28:27
15	Charles R. Jones, Bayonne	28:32
16	Ralp Miller, Lafayette	33:45
17	J. Fred Huber, Crescents	35:30

Winners of time prizes were: Lyvell Blossom, first; E. Brehm, second; A. Leimbach, third; Charles Thomas, fourth; William M. Shaw, fifth.

Re-Union Run for Jersey Veterans.

Former members of the New Jersey Wheelmen, the Business Men's Cycle League, Atalanta Wheelmen, Vim Club, and the Essex County Wheelmen are planning for a 12 mile run on Sunday, June 11th, starting at Lincoln Park, Newark, N. J., at 9 a. m. Lunch will be served at Palisades and a general good time is promised. Any former member of these clubs or anyone who was a wheelman prior to 1900 is invited to join the party.

Jones Wins Plainfield Cycle Race.

George Jones, with a five minute handicap, won the 25 mile bicycle road race held in Plainfield, N. J., on May 30th, under the auspices of the Plainfield Bicycle Club. His time was 1:03:00⅗. Alfred Andres, of Newark, with a four minute handicap, was second, at the winner's heels. Ernest Pohfale, of Newark, won the time prize for the race, covering the distance in 1:03:00⅕.

New York-Atlantic City Excursion.

Invitations are being extended to all cyclists to take part in a pleasure trip on July 2 from New York City to Philadelphia and Atlantic City. No entrance fee will be charged. The start will be made from South Ferry at 3 A. M. Captain Phil J. Sickenins, a veteran long-distance rider, is in charge of the affair. His address is 1291 Greene avenue, Brooklyn, N. Y.

SHAKE ASBURY'S HOME TALENT

Out-of-Town Riders Capture the Chief Honors in Monmouth Cycle Club Road Handicap.

Out of town pedal pushers captured all the big plums at the 25 mile bicycle road race of the Monmouth Cycle Club, of Asbury Park, N. J., on the Corlies avenue course on Memorial Day. John Becht, of the Empire City Wheelmen, of Brooklyn, a scratch man, won the race in 1:18:55, and was followed across the line by J. Schuster, a club mate, who had two minutes handicap. Schuster beat J. Struber, also a two minute man, by two-fifths of a second. Fourth place was taken by A. Hausenbauer, of the C. R. C. of A., from the two minute mark, and Joseph Dawson was fifth. H. L. Lind, of the America's, finished sixth. Becht, Schuster and Struber also took the three time prizes.

Then the local men had their innings. Edward Berghoff, of the Monmouth Club, came in seventh, on a flat tire, and H. G. Low, a club mate, followed. The course was very sandy, and there were several falls. The first half dozen men were bunched in the last stretch and Becht won out in the sprint. H. G. Low, of the local club, made a very good showing in his first race. He was the first to turn the half way mark, 12½ miles out, passing there in 40 minutes after starting and practically alone.

Clark Havens, a local man, who was picked to win, had a bad spill which ruined his chances. He ran into another rider who went down suddenly in front, and Havens sprawled on all fours. His face, hands and arms were badly lacerated, but after being bandaged at a farm house he pluckily continued and finished tenth. Havens was a leader at the time of his mishap. Joseph Kopsky, of the New England Wheelmen, had tire trouble and had to swap machines with a school boy. He finished ninth despite his enforced change of mounts.

Seventeen of the 27 starters finished. Daniel M. Adee, president of the N. C. A., was referee. After the race several of the riders went over to Long Branch and gathered more prizes at the track meet held there in the afternoon by the Long Branch Cycle Club on Stengel's track. Summary:

1	John Becht, E. C. W.	Scratch	1:18:55
2	J. Schuster, E. C. W.	2:00	1:20:55⅖
3	J. Struber	2:00	1:20:55⅘
4	A. Hausenbauer, C.R.C.A.	2:00	1:20:56
5	J. Dawson	4:00	1:22:56⅘

6, H. L. Lind, C. R. C. of A.; 7, E. Berghoff, M. C.; 8, H. G. Low, M. C. C.; 9, Joseph Kopsky, N. E. W.; 10, C. R. Havens, M. C. C.; 11, C. Woolley; 12, J. Dean; 13, W. Ismer; M. C. C.; 14, A. R. Cooley, N. E. W.; 15, J. Pullen, M. C. C.; 16, H. Kest, C. R. C. of A.; 17, T. Mountains, M. C. C.



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RECENT PATENTS.

948,018. Motorcycle Frame. Ephraim Muller, Oakland, Cal. Filed March 30, 1910. Serial No. 552,381.

1. A motorcycle frame comprising a center post, a fork projecting rearward from the lower portion of said post, the rear end of said bars and fork being connected, vertically arranged bearing bars slidably mounted in said bars and adapted to carry a wheel axle, an upper spring having one end fastened to said post and its other end pivotally connected to said bearing bars, and a pair of springs having one end connected to the lower parallel bars and their other ends adapted to be pivotally connected to an axle carried by the bearing bars.

979,699. Puncture Guard for Pneumatic Tires. Thomas H. Prince, Detroit, Mich. Filed Nov. 19, 1907.

Puncture guards for pneumatic tires of a bicycle provided with front and rear forks each consisting of a pair of corresponding apertured metal jaws whose proximate faces conform to and grip a fork arm, screws passing loosely through the apertures in the outer jaw of each pair and engaging screw-threaded apertures in the inner jaw, the corresponding ends of the inner jaws of each pair of clips being enlarged and provided with a socket substantially parallel to the fork and with a transverse aperture opening into the socket and a pocket in the socket wall opposite the aperture, and a cylindrical spring metal rod bent into a U-loop spanning a tire tread with each end inserted in the socket of a clip jaw and permanently offset into the pocket opposite the transverse aperture.

979,700. Carbureter. Edward J. Proehl, New York, N. Y. Filed Sept. 28, 1910. Serial No. 584,182.

1. In a carbureter, the combination with a cylindrical body providing a mixing chamber, of an atomizer ring provided on its faces with gasoline receiving grooves and a plurality of radially disposed grooves leading to the interior edges of said atomizer ring substantially as and for the purposes set forth.

981,729. Bicycle Gear. Frank Veeder Whitman, Walkerville, Mont. Filed July 13, 1909. Serial No. 507,328.

1. In a bicycle, a rear axle, a wheel provided with a two part hub encircling the axle, a cone shaped ring on the axle at one end thereof, means whereby the oscillation of the axle will shift the ring, a cone-shaped bearing sleeve for engagement by the ring when it is shifted to lock the sleeve to the axle, a spring acting normally to move the ring and sleeve apart, an internally toothed gear ring supported by the bearing sleeve, a gear wheel secured to the hub within the same, a fixed bar having at its center a bearing for receiving the axle, pinions on the ends thereof, and meshing with the teeth of the ring and the gear wheel, elbow levers pivoted to each side of the bicycle frame, a pedal on one arm of each lever, a ring encircling each end of the axle and secured thereto, and provided with a radial arm, and a link connecting the arm with the other arm of the adjacent elbow lever.

981,939. Saddle. Charles A. Persons, Worcester, Mass. Filed March 6, 1909. Serial No. 481,704.

1. In a device of the class described, a seat, a support, means for connecting the peak of the seat with the support, swinging arms carried by said support, means for connecting said swinging arms with the cantle of the seat, and means interposed between said arms and the support for controlling the movement of said arms.

982,042. Clutch. Frederick E. Ellett, Elmira, N. Y. Filed May 27, 1910. Serial No. 563,784.

1. The combination with a rotary shaft, of a hub fastened upon one end thereof, a concentric wheel mounted for free movement upon said hub, one or more friction disks connected to the hub positioned in a chamber provided therefor between the hub and wheel and adapted to engage a friction member or members on the wheel, a fixed nut mounted concentrically at the outward end of the hub, a screw passing through said nut, means for imparting a turning movement to said screw, and means rotating with the hub and actuated by the screw whereby the inward movement of the screw will be imparted to the friction disk or disks.

982,451. Vehicle. Royal W. Wagner, Spirit Lake Iowa. Filed Nov. 11, 1909. Serial No. 527,517.

1. A machine of the character described comprising a main frame, a steering wheel and a driving wheel therefor, a motor carried by said frame, a pair of pulleys carried by said driving wheel, a fixed shaft mounted in said frame, a sleeve loose on said shaft, pulleys carried by said sleeve, a sprocket loose on said sleeve and operated by said motor, a loose belt connection between the pulleys of the driving wheel and the pulleys of the said sleeve, and treadle mechanism for clutching said sprocket to said sleeve and also tightening said belt connection.

983,737. Spark Plug. Harry Ellsworth Maher, Crookston, Minn. Filed April 28, 1910. Serial No. 558,191.

1. In a spark plug, the combination of a casing, an electrode mounted therein and comprising a body spaced from the casing and provided with upper and lower spaced flanges, each of which are spaced from the casing to form spark gaps.

983,738. Spark Plug Connector and Switch. George W. Manville, Towanda, Pa. Filed April 5, 1910. Serial No. 553,584.

1. The combination of a spark plug including an electrode, and a nut on the outer end of the electrode, with the combined connector and switch comprising an insulating supporting arm fastened to the nut, and a contact movably mounted on the arm and shaped to grip the nut to connect the spark plug in circuit and to test the condition of the plug or circuit.

984,564. Ignition Timer for Internal Combustion Engines. Laurence B. Holt and Arthur B. Clayton, Laconia, N. H. Filed Jan. 19, 1910. Serial No. 538,813.

1. An ignition timer for internal combustion engines, comprising a casing having an inner wall forming a cam chamber, and an outer wall, said walls spaced apart, a rotor within said cam chamber having a cam path, a plunger passing through the walls of said cam chamber, the outer end of which projects into the space between said walls, and the inner end of which is provided with means connecting the plunger with said cam path, and a contact member supported by the outer wall of said casing and projecting inwardly into the path of said plunger.

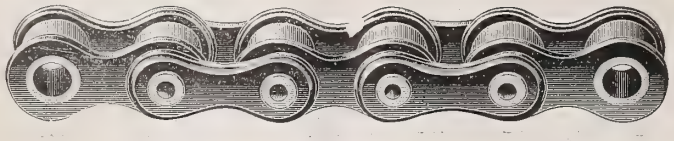
984,787. Spring Fork for Cycles and Other Vehicles. Arthur W. Wall, Birmingham, England. Filed Aug. 7, 1909. Serial No. 511,738.

1. In a motorcycle a steering head, a fork, curved springs attached at one end to the lower extremities of said fork, a wheel axle mounted in the other ends of the springs and supplementary means connected to the wheel axle and slidably connected to the steering head, whereby the wheel can yield in any direction.

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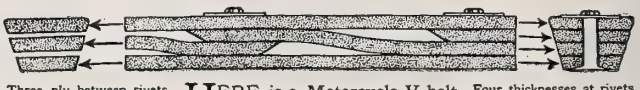
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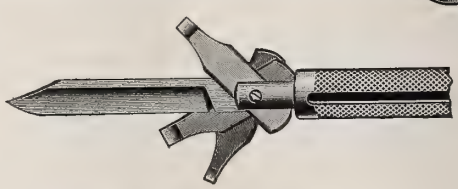
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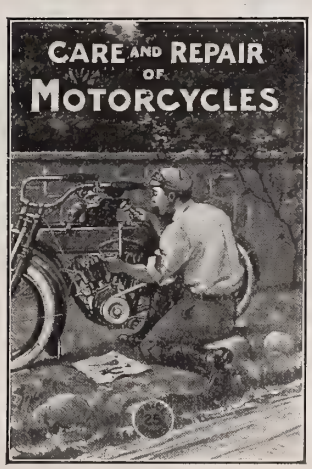
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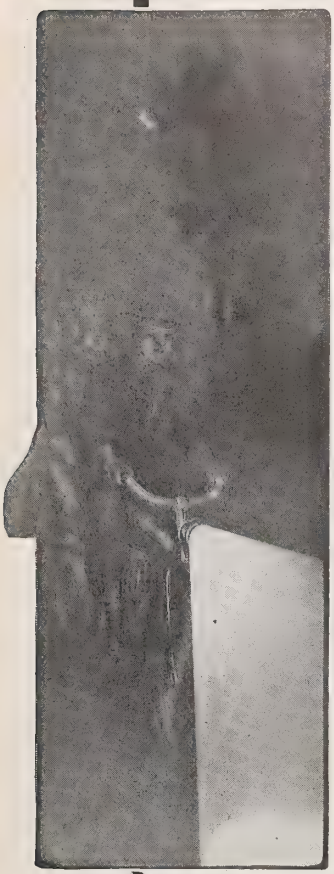
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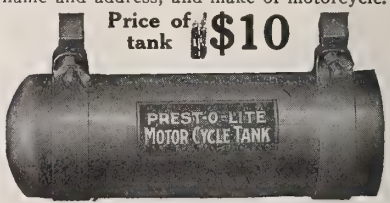
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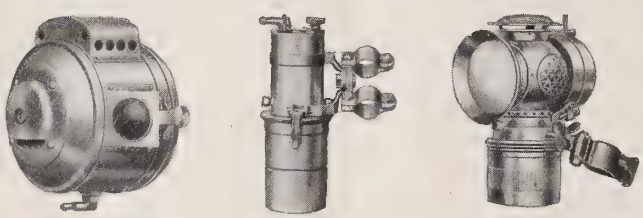
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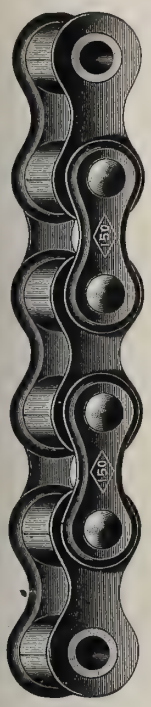
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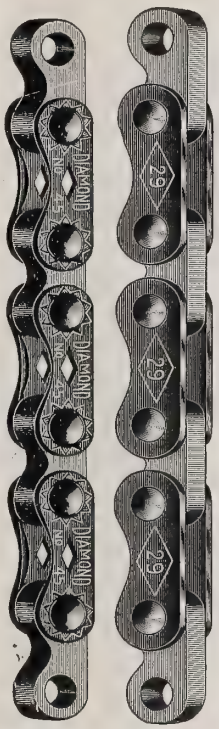
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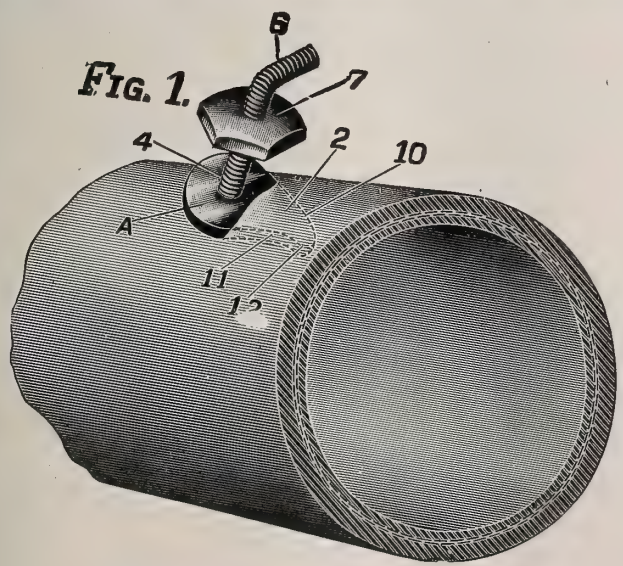
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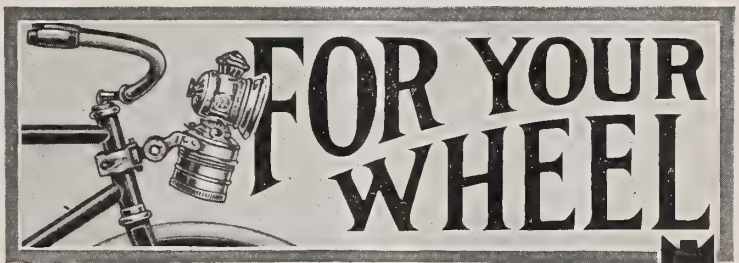
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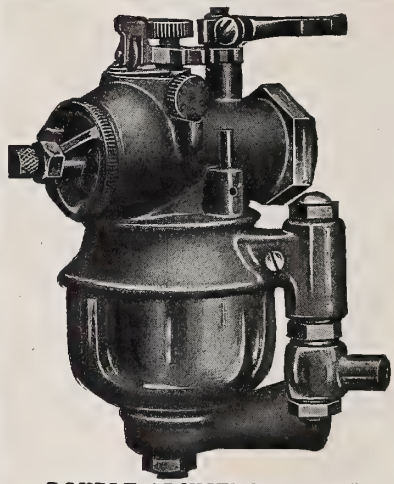
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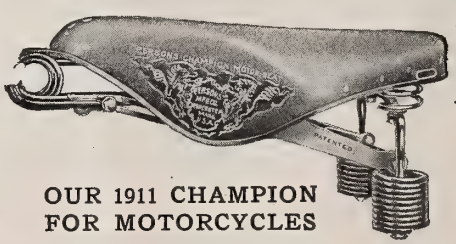
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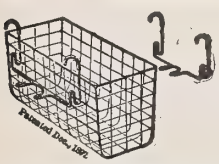
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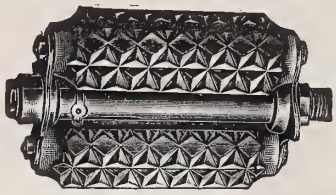


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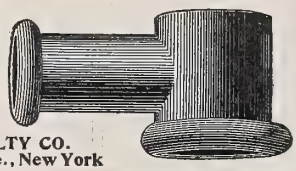
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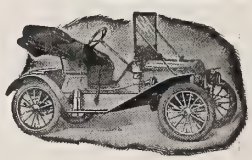


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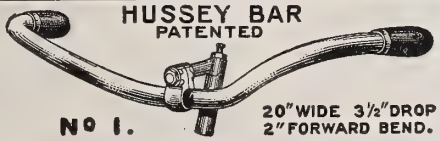
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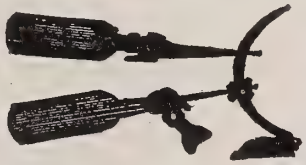


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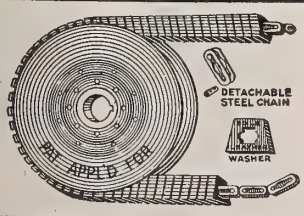
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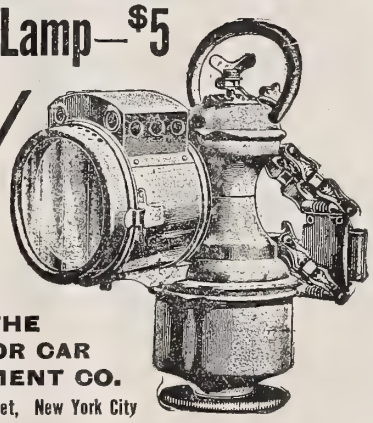
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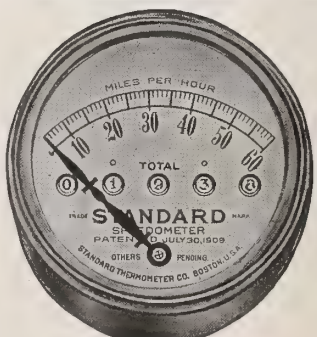
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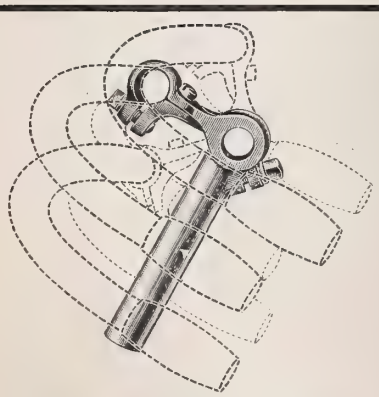
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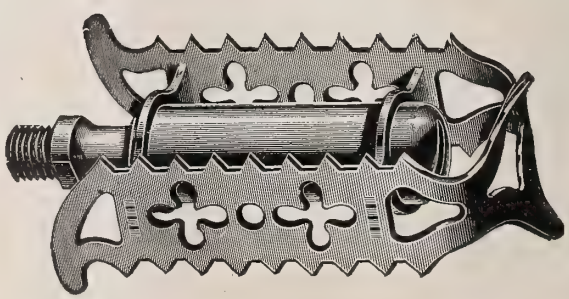


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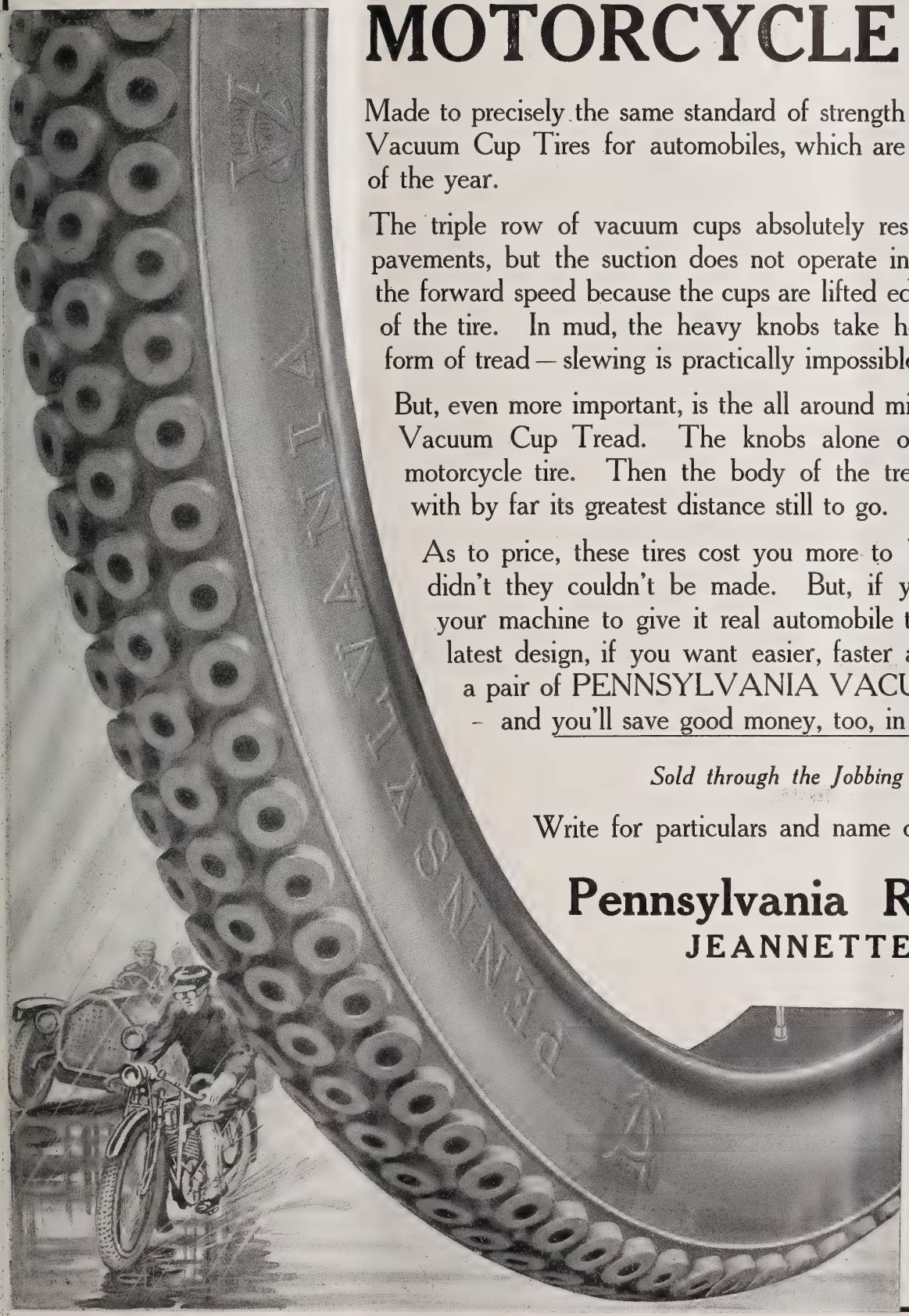
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Dimensions: Length,, 12 inches; diameter. 4 inches; weight, 7 lbs.

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Made to precisely the same standard of strength and efficiency as our Vacuum Cup Tires for automobiles, which are the service sensation of the year.

The triple row of vacuum cups absolutely resists skidding on wet pavements, but the suction does not operate in the slightest against the forward speed because the cups are lifted edgewise by the rolling of the tire. In mud, the heavy knobs take hold as can no other form of tread — slewing is practically impossible.

But, even more important, is the all around mileage capacity of the Vacuum Cup Tread. The knobs alone outwear the ordinary motorcycle tire. Then the body of the tread goes into service with by far its greatest distance still to go.

As to price, these tires cost you more to buy. Yes. If they didn't they couldn't be made. But, if you think enough of your machine to give it real automobile tire equipment of the latest design, if you want easier, faster and safer going, buy a pair of PENNSYLVANIA VACUUM CUP TIRES — and you'll save good money, too, in the long run.

Sold through the Jobbing Trade.

Write for particulars and name of nearest distributor.

Pennsylvania Rubber Co.
JEANNETTE, PA.

BRANCHES:

1741 Broadway
New York City

1241 Michigan Avenue
Chicago, Ill.

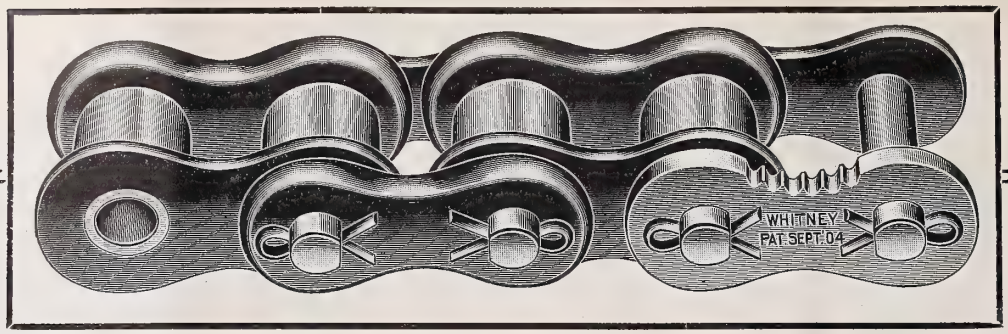
505 Liberty Avenue
Pittsburgh, Pa.

882 Woodward Avenue
Detroit, Mich.

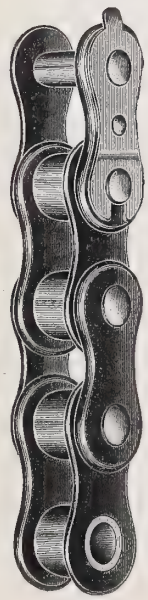
512-14 Mission Street
San Francisco, Cal.

930 S. Main Street
Los Angeles, Cal.

67 S. 10th Street
Minneapolis, Minn.



"WHITNEY" CHAINS



Approved by Men Who Know



Every "Whitney" Chain has a reputation back of it. A reputation of having been tested in the most trying service and never failing to make good. You can't go wrong by placing a "Whitney" Chain on your machine.

We've made chains for years and through our untiring efforts to produce nothing but the best "Whitney" Chains have gained a remarkable reputation. Just try a "Whitney" Chain when making replacements and get acquainted with its merits.

Roller Chains, Block Chains, Quiet Chains, Chain Belts

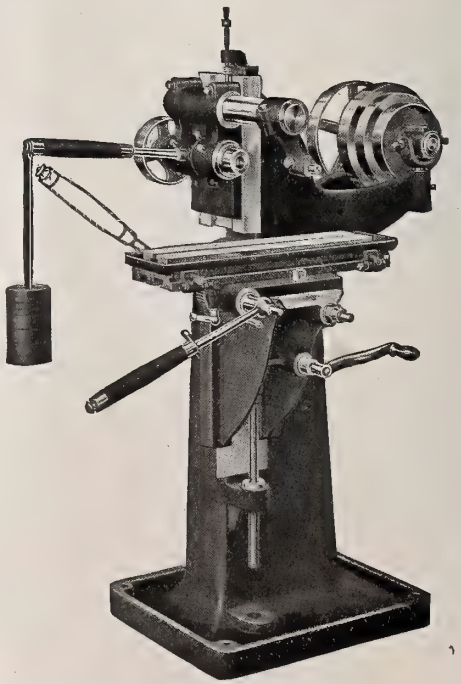
MACHINE DEPARTMENT

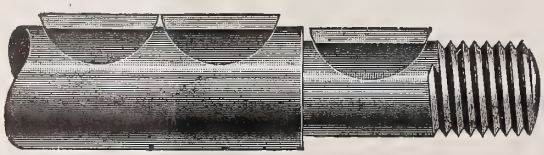
The "Whitney" Hand Miller is the most powerful machine for a wide range of work, on the market.

Our 20 Inch Water Tool Grinder, has no pump, piping or packed joints to get out of order.

Our Presto Chucks and Collets, are great time savers also money savers.

The Woodruff Patent System of Keying—Simple, Rapid, Great Time Saver.





THE WHITNEY MFG. COMPANY, Hartford, Conn.

How's This for a Flying Start?

LAST year, "The Flying Merkel" won 87% of all events entered. From the way things happened around Decoration Day, looks as tho the "Yellow Pup" would put a decided crimp in its own enviable record. These telegrams show the splendid start made by

THE FLYING MERKEL

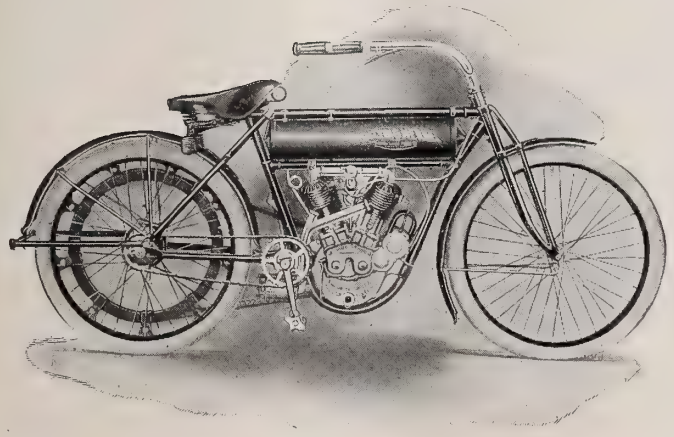
"CHICAGO—3 days, May 28-30, 'The Flying Merkel' lands 7 1sts; 3 2nds, and would have had the championship except for a pebble getting into Teubner's valve."

"SALT LAKE CITY, UTAH—May 31, 2 1sts; 3 2nds; 1 3rd."

"DENVER, COLO.—May 30, Edwards on 'The Flying Merkel' won post ride race—166 miles, 3 hours, 51 minutes. Winner lost road three times, held up by officers 4½ minutes, still was 15 minutes ahead of any other make. Road rough, hilly and crooked."

"BINGHAMTON, N. Y.—May 30, Lockner on 'Flying Merkel' won hill climb, making the fastest time of the day."

If you want the machine that leads the procession, get next to "The Flying Merkel," "the world's most comfortable motorcycle."



Send for catalog "D"

THE MIAMI CYCLE & MFG. CO.

Successors to

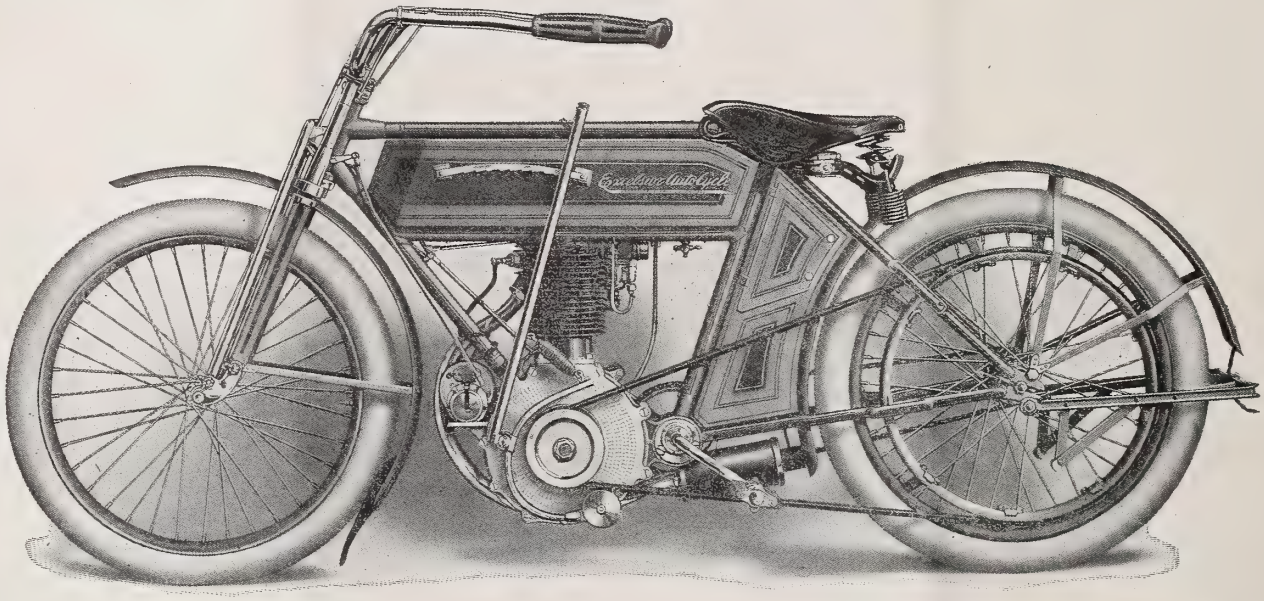
Merkel-Light Motor Co.

POTTSTOWN, PENNSYLVANIA

MEMBERS OF M.M.A.

Chicago Branch, 2127 Michigan Avenue
Distributors for Northern California, Geo. A. Faulkner, Oakland
For Southern California, Automotor Equip. Co., Los Angeles

ALWAYS MAKES GOOD!



EXCELSIOR AUTO-CYCLE

Telegram from Omaha, June 5 —"The Excelsior twin is King of the Speedway—5 miles in 5:10 beating the 7 h. p. ——— and the 7 h. p. ———."

Los Angeles, June 2—"In road race at Colton the twin Excelsior made the ——— and the ——— look like thirty cents. In the Los Angeles club run to Santa Barbara and return 3 Excelsiors made perfect scores. In the San Diego to San Bernardino and back endurance run, 2 Excelsior twins made perfect scores, making a 35% better showing than any other machine."

Santa Anna, Cal., May 30—"Out of 7 events Excelsiors walked away with four firsts and one second."

Chicago—At the races May 28th a count was made of the motorcycles ridden out to the grounds, revealing 153 Excelsiors; next numerically, 89; next 67 and so on.

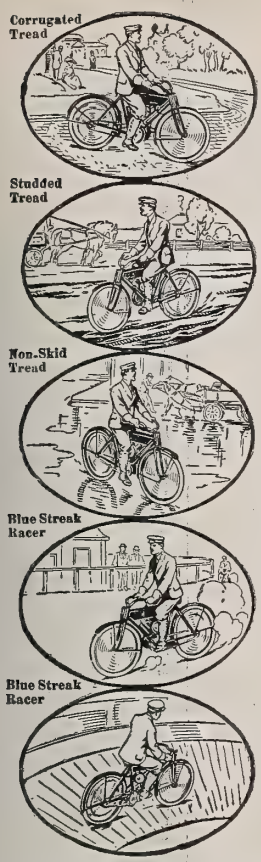
GO TO ANY COMMUNITY WHERE THE EXCELSIOR IS SOLD
AND ASK WHICH IS THE MOST SATISFYING AUTO-CYCLE.

EXCELSIOR SUPPLY COMPANY

400 W. Randolph St. Member M. M. A. CHICAGO, ILL.

San Francisco Branch—361-363 Golden Gate Ave.

Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.



A Tire for Every Road Condition

Goodyear Construction Assures Maximum Mileage—Minimum Expense

Take no chances on motorcycle tires—for they are the most important detail of your equipment. Be positive **YOUR** tires are Goodyear tires, the **SAFE** tires—as well as the cheapest per mile of service in the world.

The man whose motorcycle serves as recreation, if he would buy **tire mileage** at the lowest cost per mile, must equip his machine with the **Goodyear Corrugated Tread Tire.** For the Goodyear—the first price of which is no greater than inferior tires—gives immensely greater mileage than any other make. This is due to its double wearing power that results from having the **bulk of the rubber on the tread.**

GOODYEAR
Motorcycle Tires

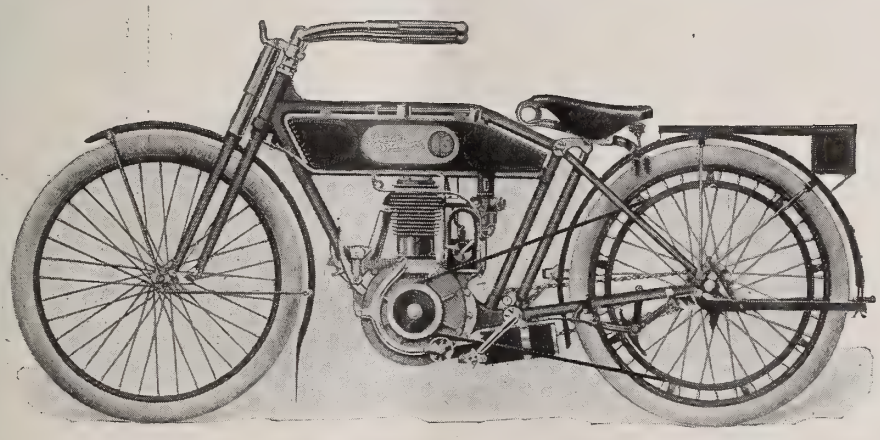
Motorcyclists who go in for endurance runs, who use their machines on muddy roads and in business pursuits, find greatest mileage and simon-pure satisfaction in the Goodyear Studded Tread Tire. It is the best non-skid tire manufactured. The studs, constructed wide apart and being tapered, are **self-cleaning.**

The Goodyear Non-Skid Tire, with its vacuum-forming checkerboard construction, is absolute preventive against skidding. You motorcyclists who ride on wet asphalt or brick streets need the Goodyear Non-Skid Tire, because it is the world's **only** motorcycle tire that is effective on wet asphalt. Which is proved by its constant use on all Chicago police machines—all other tires being barred.

The Blue Streak Racer, with combination tread, is for racing on dirt tracks. The Blue Streak Plain Tread is for racing on board and cement tracks. **Blue Streak Tires hold the world's record for speed. At Los Angeles, February 7th, DeRosier made 92 miles in 1 hour, 6 minutes and 35 seconds.** Send for our new 1911 booklet.

THE GOODYEAR TIRE & RUBBER CO., Moal Street, Akron, Ohio

To Dealers: We have launched a powerful selling campaign on motorcycle tires, for we are now making what we absolutely know to be the longest wearing, most serviceable motorcycle tires in the world. It is very important to you, and to us, that you meet the demand. A satisfied customer, we believe, is a mighty business producer. Goodyear motorcycle tires will bring you increased tire business. Please write us today for our trade proposition. (214)



THE NEW R-S
Has Come Into Its Own

The First Public Test of The 1911 Reading Standard

was in the New York Motorcycle Club Double Century Run, May 7.

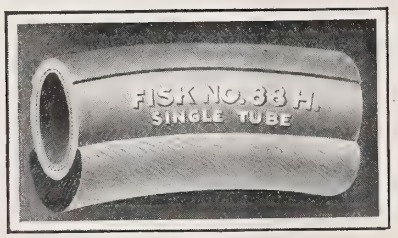
Four New 1911 Reading Standards started; all finished with perfect scores. No trouble, no delay, no worry. The comfort, convenience and safety of the Double Brake System, Adjustable Foot Rests, Shock Absorbing Seat Post, and above all the remarkable efficiency of the R-S Ball Bearing Motor was conclusively demonstrated, not only to the riders, but to nearly one hundred (100) contestants who watched the performance of this machine with great interest. The first 50 miles became a road race and the New R-S proved its speed as well as reliability, two of them being the first singles to reach Patchogue, beaten only by three big twins, two of which started several minutes ahead of the R-S.

A Word to Live Dealers—The New R-S has more visible and prominent selling points than any other motorcycle now on the market, and above all there is quality in design, workmanship and material that has ever before been reached on motorcycle construction. We have some valuable territory open. Write for catalogue and terms.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

FISK BICYCLE TIRES

You Will Often See This Tire on the Road



FISK NO. 88-H ROAD TIRE is a thread fabric tire with the tread thickened with high-grade rubber. Suitable for road work but also fast and resilient.

FISK TIRES have been adopted as standard equipment for Iver Johnson, Pierce, Snell, Pope, Yale and Emblem wheels. 75 per cent. of the new high-grade and medium-price wheels this year will be delivered to purchasers with Fisk Bicycle Tires.

WRITE for new illustrated booklet describing the complete line.

DEALERS should write for trade literature and prices.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities

There are Saddles and Saddles BUT the original and only genuine compound-spring saddle is the BROOKS

—And its merits?

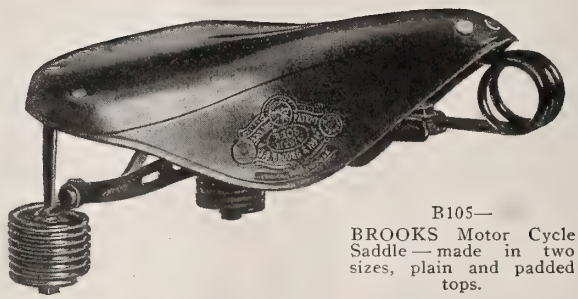
Well, those are best proved by comparison.

The roughest road and the BROOKS are friends—

Because, the perfect compensating action of the BROOKS Spring—the spring which entirely absorbs vibration within itself—ensures also an absolute immunity from bounce—

—And it's just that which the other Saddle never will do—it's just that which irresistably appeals to the rider—and to you, the man who sells the saddle, it's just that which means easy sales and satisfied customers.

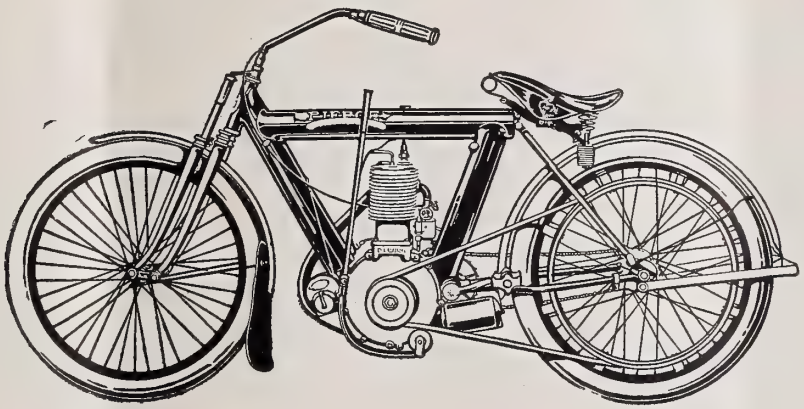
Sole Agents for Cycle Saddles
BROWN BROS., LTD., 22-34 Gt. Eastern St., London, E. C.



B105—
BROOKS Motor Cycle Saddle—made in two sizes, plain and padded tops.

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENG.

PIERCE WINS



The triumph of the Pierce in the Cleveland Endurance Contest was a demonstration of superiority

In Design In Material In Workmanship

Three Perfect Scores in a 3 Day Contest Over a 500 Mile Course!

FACTS THAT PROVE SOMETHING:

The only machines to go through without any trouble were the Pierce single and four cylinder models.

Pierce machines had more power reserve on hills and in sand than any other make.

The Pierce riders found it recreation rather than work to go through a contest which sadly wearied all the other riders.

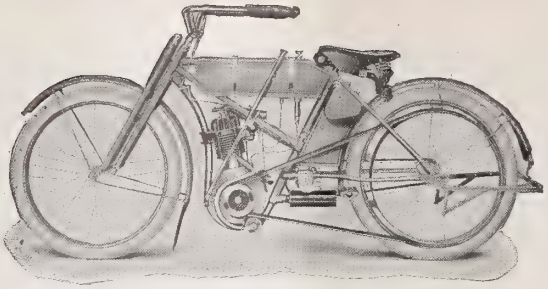
WRITE TODAY FOR CATALOG "A"

AGENTS ARE WANTED EVERYWHERE

There is No Agency as Profitable and Satisfactory as the Pierce.

THE PIERCE CYCLE COMPANY, Buffalo, N.Y.

Pacific Coast Branch—Oakland, Cal.



FLAT OR V BELT

Wagner

"4"-"11" Models

More Power

More Service

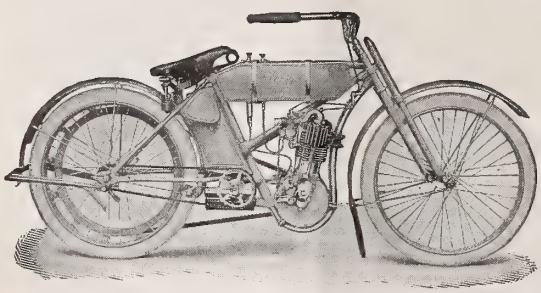
Better Service

At the Price You Should Pay

Write for Catalog and Description of New Flat Belt Model.

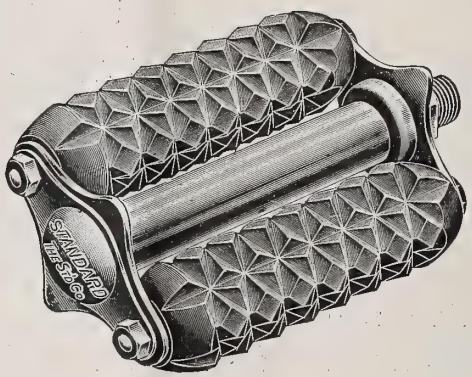
Wagner Motorcycle Co.

ST. PAUL, MINN.



BATTERY OR MAGNETO

From the feet up, there is resilient comfort in the



No. 3 Standard Motorcycle Pedal

Plenty of rubber, of the kind that lasts a long, long time without wearing out or getting hard. Deep corrugations so that the foot clings to the pedal. The No. 3 Standard Motorcycle Pedals sell for $3 per pair.

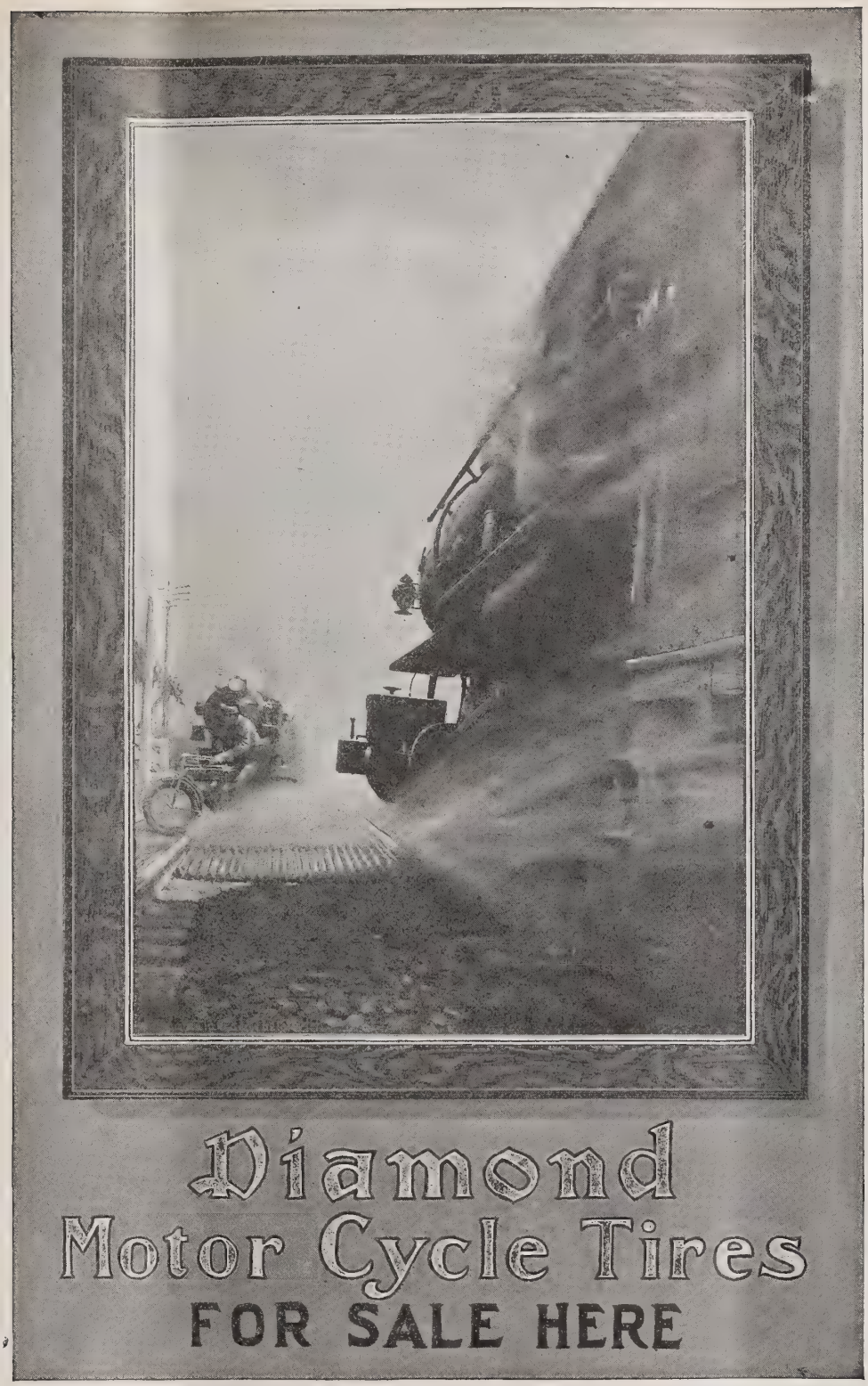
EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

Send for descriptive circulars

The Standard Co.

TORRINGTON, CONNECTICUT

FREE
To You



FREE
To You

The Diamond Motorcycle Tire Poster

Reproduced from original oil painting by Artist William Harnden Foster

¶ Beautifully printed in four colors. Mr. Dealer—for your salesroom; Mr. Owner—for your "den." Tell us the make of machine you sell or ride—you'll get the poster by return mail. Fill out and mail the coupon.

THE DIAMOND RUBBER COMPANY, Akron, Ohio

Send Motorcycle Tire Poster.

I ride / sell .....

Name .....

Street .....

City ..... State .....

Indicate plainly whether rider or dealer.

The YALE Wins



NICHOLS - STEVENS - REICHEY

The Yale team (3 riders), Nichols, Stevens, and Reichey, won the Manufacturers' Trophy Cup in the New Jersey Motorcycle Club's Decoration Day Endurance Contest, covering 310 miles in 24 hours continuous riding, with sealed motors, only stopping for food and supplies. Stevens was also awarded first prize for consistent individual riding, and Nichols received second, in competition with all the leading makes of motorcycles built.

Others made a perfect score, but the Yale team, by their reliable, consistent riding, won the Trophy Cup, and all prizes of any value, also gold medals.

Truppner and Huerlander, unattached Yale riders, finished with perfect scores, rceiving gold medals.

Yale construction and material made these wonderful achievements possible.

QUALITY IS THE KEYNOTE TO SERVICE. THE YALE IS THE

QUALITY MOTORCYCLE

One demonstration will convince YOU. **Write today and get the whole story.**

THE CONSOLIDATED MANUFACTURING CO.

1709 Fernwood Avenue **TOLEDO, OHIO**

F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, N. J.

YALE TEAM

MAKES PERFECT SCORE



ANOTHER WINNING YALE TEAM

In the Cleveland-Columbus-Toledo-Cleveland Endurance Contest, May 28th, 29th, 30th, 510 miles at an average speed of 17 miles per hour, the Yale team (3 riders—A. R. Oberwegner, S. J. Chubbuck and B. L. Miller) made a perfect score—1000 per cent.—winning gold medals, again demonstrating Yale efficiency.

Being non-residents of Cuyahoga County, the Yale team could not (according to the rules) compete for the Cleveland News Trophy Cup, the one reason for their not winning it.

Yale Motorcycles are built for just such work. The hard, steady grind—day after day sort. Yale records made in previous contests of a similar nature prove conclusively that

QUALITY COUNTS

Yale Motorcycles Are Quality Motorcycles

WHAT YOU GET FOR YOUR MONEY IS THE AMOUNT OF SERVICE YOU GET FROM THE ARTICLE YOU BUY

YALE HISTORY IS WORTH READING

Get a Demonstration of Yale Efficiency and Be Convinced **Quick Deliveries**

THE CONSOLIDATED MANUFACTURING COMPANY (Member M. M. A.) **1709 Fernwood Avenue, Toledo, Ohio**

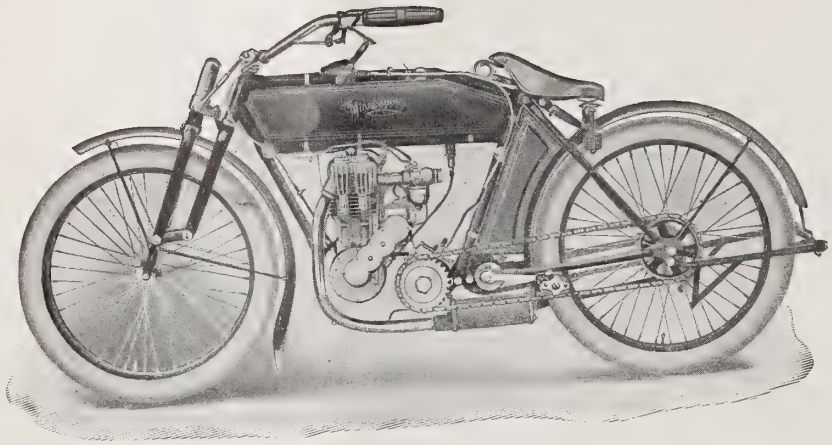
We also make Yale and Snell Bicycles, Hussey Handle Bars and Drop Forgings of every description

Minneapolis "Big Five"

Acknowledged the Winner

in preliminary tests, but

BARRED from participating in the Annual **HILL CLIMB**



In all single cylinder classes and also barred from a class with 7-H. P. Twin Cylinder machines.

Because in a number of recent speed trials the Big 5 trimmed the much larger twin cylinder machines.

Prospective Purchasers please remember this fact and it is a **fact** that the **BIG 5** two-speed has the larger twin cylinder beaten to a frazzle. Ask one of its riders or send for catalogue.

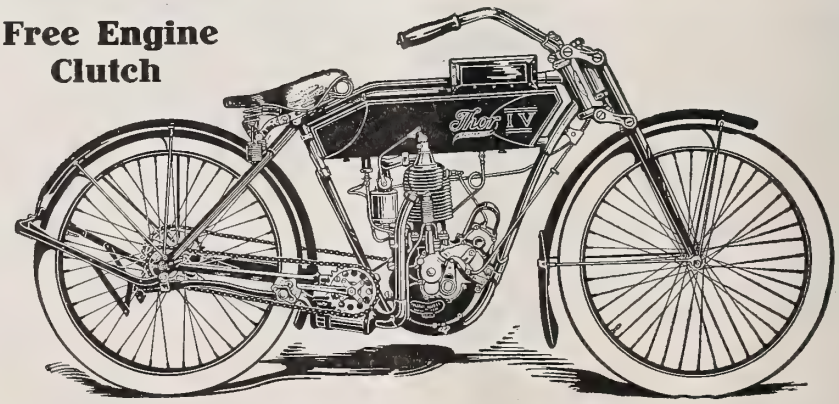
MINNEAPOLIS MOTORCYCLE COMPANY

517 South 7th Street **Minneapolis, Minn.**

Thor IV

MAGNETO MODEL

Free Engine Clutch



Everybody Knows

that *Thor* Motorcycles are the greatest motorcycles of endurance in the world. They have won all the important Endurance and Reliability Runs.

Everybody should know that the *Thor* IV has speed also.

At the races held in Chicago Sunday, May 28th, a stock *Thor* motor with ports easily won from the classiest field ever started in a 30.50 event. We do not go into the racing game, BUT a *Thor* IV is hard to beat at either endurance or speed.

Shorty Matthews on his *Thor* IV covered 10 miles in 10.27, standing start, and in hot competition. There's a reason! *Thor* Quality. Remember *Thor* Motorcycles now have a Free Engine Clutch. Best for the Rider; Best for the dealer. Send for catalog.

AURORA AUTOMATIC MACHINERY COMPANY, Thor Bldg., Chicago

POPE DEALERS

Stock Up and Lengthen Selling Season

¶ Each year, there has been a tendency for the bicycle selling season to last longer owing to changing conditions in the trade. The demand for bicycles is no longer crowded exclusively into an abnormal " spring rush " as formerly, but is more evenly distributed throughout the other seasons of the year—a state of affairs that is highly desirable.

¶ It now lies principally with Pope Dealers to make the selling season last practically all-the-year-round. Don't let your stock run down as summer approaches! The man who would use his wheel for riding to and from work, will buy, whenever he is convinced that it will save him time and money. Then, there are wheels to be sold for summer vacation uses and again in the fall, when roads in many parts of the country are at their best, wheels sell well.

¶ Be optimistic! The business is growing better each year. It is for your own interest to have a reasonable stock on hand at all times, particularly as bicycles do not change so radically from year to year.

Order Now! A Carefully Assorted Stock of Pope Bicycles Will Help to Lengthen the Selling Season of 1911.

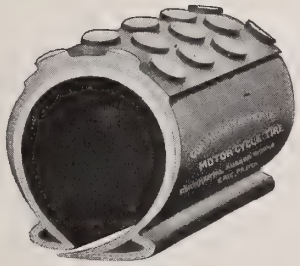
The Pope Manufacturing Co.

HARTFORD, CONN.

EVERY DAY SERVICE

and not special performances is what counts in a motorcycle tire. Tires built specially for special events are not what you want for equipment on your machine.

Continental-Erie Motorcycle Tires



Anti-Slip Tread

are constructed to meet the requirements of your machine in every day service and are guaranteed to reduce your tire expense to the minimum.

Ask Your Jobber — He Knows

CONTINENTAL RUBBER WORKS, Erie, Pa.

New York Branch—35 Murray Street

This much is revealed now about the FLANDERS motorcycle—

It is 4 horsepower.
It is belt drive.
It has magneto ignition.
It has 28 x 2 1-4 tires.
Its price is $175.
It is being produced in a first lot of 10,000 machines.
It is made by a $2,000,000 company, of which Walter E. Flanders is the president and E. LeRoy Pelletier the advertising director.

More complete announcement concerning the FLANDERS product, plans and policy will follow, but to the dealers who are alert to the significance of these facts—and to how much they mean—they constitute a call to action for territorial privileges.

FLANDERS MFG. COMPANY, Pontiac, Mich.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, June 10, 1911. No. 12

FLANDERS' OFFERING ANNOUNCED

Motorcycle Will be 4 Horsepower, Belt Drive—First Lot Will be About 10,000 Machines.

The long awaited announcement—i. e., official announcement—as to exactly what the Flanders Mfg. Co., of Pontiac, Mich., is to put on the market as its motorcycle offering, has at last been made. The machine is to be a 4 horsepower model selling at $175. It will have belt drive and will be equipped with magneto ignition. Furthermore, it will have 28 inch wheels, the latter being shod with 2¼ inch tires. As was to be expected, an important feature of the announcement relates to the quantity in which the machines will be produced. It is indicated that the first lot will be 10,000 machines.

It will be recalled that the original of the Flanders motorcycle project was the formation of the Pontiac Motorcycle Co. last October, to be one of a group of companies in which Walter E. Flanders, the genius of the E-M-F Motor Co., manufacturing E-M-F automobiles, was the head. The various interests were subsequently combined in the $2,000,000 Flanders Mfg. Co., the still embryonic Pontiac Motorcycle Co. being thus absorbed. Associated with Flanders in the Flanders company is E. LeRoy Pelletier, who, it is anticipated, will conduct a campaign for the Flanders motorcycle that will equal his remarkable campaign in the introduction of the E-M-F motor car. It was early disclosed in the plans of the Pontiac Motorcycle Co. that an immense advertising campaign, commensurate with the enormous production contemplated, would be a feature. George W. Sherman, a veteran in the marketing of motorcycles, and who is widely known in the trade, was made the sales manager of the Pontiac company at its formation, and holds a similar position under the absorption into the Flanders company.

Black Hawk Has a Motorcycle Nest.

With the incorporation of the Black Hawk Motor Co., of East Moline, Ill., with $30,000 capital, to manufacture motorcycles and motors, a new aspirant for a slice of the two-wheel trade has entered the field. The incorporators of the company are R. W. Gould, H. S. Dickinson and A. W. Mitchell. While the headquarters of the company are indicated as East Moline, its plant will be located in Rock Island, where it has leased the factory formerly occupied by the Rock Island Buggy Co. The motorcycle, which it is claimed will embody several new features, will be manufactured in quantity for the 1912 season, the balance of this year being devoted to perfecting the machine.

H. S. Dickinson figures as the designer of the machine, which it is stated will reflect the ideas he has gleaned from ten years' experience with all of the leading makes. Some of the features of the new motorcycle will be a unit power plant built into and forming a part of the frame, a two-speed gear controlled by the pedals, engine started by a crank, band brake, oil tight motor, and a shock absorber entirely original. The first model already is on the road, and the company expects to turn out 50 machines this year.

Take Over Cortlandt Motorcycle.

The Cortlandt Motorcycle Company, Cortlandt, N. Y., has been purchased by Roger Dennis and Sidney Fletcher, of Ithaca. They took control of the business on Monday, 29th ult.

PREST-O-LITE PATENT PARADOX

Declared Expired and Invalid in One Circuit but Sustained in Another—Judges' Opposed Opinion.

Within the territory subject to the jurisdistion of the United States Circuit court for the Northern District of Illinois, Eastern Division, the Prest-O-Lite tank and all that pertains to it is, temporarily at least, public property, that court having held that the Prest-O-Lite patent, No. 664,383, has expired. Within the jurisdiction of the United States Court for the Eastern District of Michigan, Southern Division the patent is, however, considered very much alive, that court having declined to accept the judgment of the Illinois circuit; and, oddly enough, the directly contrary decisions were filed on the same day, but in separate suits, both brought by the Commercial Acetylene Co. and the Prest-O-Lite Co., the one in Illinois against the Searchlight Gas Co., of Chicago; the one in Michigan against the Acme Acetylene Appliance Co., Ltd., of Detroit. Each sought a preliminary injunction, which was denied in the Searchlight case and granted in the Acme proceedings. Meanwhile the Prest-O-Lite interests are preparing an appeal from the Searchlight decision.

The Prest-O-Lite patent, better known as the Claude & Hess patent, previously had been litigated in the U. S. Circuit Court in Wisconsin, where Judge Quarles twice upheld it, once in the chief essential and again in respect to the recharging of the tanks, which of themselves are agreed by all to be unpatentable.

In the plea for the preliminary injunction against the Searchlight Gas Co., which was

heard by Judge Kohlsaat in the United States Circuit Court in Illinois, he denied the application on the ground that the American patent, which had been issued for an apparatus, should automatically have expired with the expiration of the British patent upon which it was based. It was on the same day as stated that this application was denied that a similar application, asked for against the Acme Acetylene Appliance Co., et al, was granted by Judge Denison, sitting in the United States Circuit Court for the Eastern District of Michigan Southern Division, at Detroit. Both judges had the same legal arguments before them, and yet they came to exactly opposing conclusions.

The chief bone of contention, and the one upon which the opinions of the two judges differ—which apparently was not raised in the previous suits tried by Judge Quarles in Wisconsin—is whether a patent granted in the United States for an apparatus in connection with a process or method which is patented in Great Britain should be considered an American version of the English patent and as such should expire simultaneously with the latter, viz., on June 30, 1910, regardless of the date of issue of the American patent, or whether it should be considered a separate patent and as such run the statutory limit of 17 years. Judge Kohlsaat considered the patent for the process and the patent for the apparatus identical in the legal sense, and cited several Federal Court decisions to support his contention; Judge Denison declared a patent granted for a process or method distinct and separate from one granted for the apparatus connected with the process, and cited the case of the Victor Talking Machine Co. vs. Leeds & Catlin, in which the difference between the two kinds of patents was upheld.

The Acme Acetylene Appliance Co., immediately upon hearing of the decision of Judge Kohlsaat, filed a motion for a rehearing on the ground of error in Judge Denison's decision. Judge Denison, after examining his colleague's opinion, declared that, nevertheless, he felt justified in upholding his own former decision and denied the application. He particularly stated: "The patent was granted for 17 years. The Patent Office did not require it to be limited on its face, although the British patent was of record in the U. S. Patent Office. Now to shorten the 17 year term into a ten year term is a step that I think should not be taken unless the statute is clearly applicable."

Motorcycles for Water Department.

Marking a further extension of motorcycle usefulness, Joseph Buckingham, 2230 Broadway, New York City, Metropolitan distributor for the Harley-Davidson, reports the landing of an order from the Water Supply Department of the city for five Harley-Davidson singles. The machines are for the use of inspectors.

CRASH IN HEARSEY-WILLIS PLANT.



President F. I. Willis, of the F. A. M., and several employes had a narrow escape from death on Friday, 2d inst, when a five ton steel pressure tank on the top of an eight story structure in course of construction, adjoining the Hearsey-Willis Company's building in Indianapolis, became unbalanced and crashed through the roof and three floors of the Hearsey-Willis plant. Willis was standing but a few feet away from the path of the tank when the accident happened. Motorcycles, bicycles, automobiles and accessories were smashed and, with the damage done to the building, the total loss amounted to about $10,000; covered by insurance.

Chain Repair Link to Hold Brake Arms.

One of the very important little things on a motorcycle, which has a deep seated habit of taking "French leave" unless it is watched closely, is the nut and screw that ties the coaster brake arm and frame clip. If the screw drops out and the brake is applied, the arm will turn around and is liable to buckle a stay as well as to twist the arm out of shape. If the clip screw should drop out and no spare one is available, a clever substitute can be had by slipping in a spare chain link. The standard roller link is wide enough to span the hole in the arm and clip, and it will stay put indefinitely. Other temporary substitutes for the screw are a piece of strong wire or a wire nail inserted and bent into a closed loop.

Claim Infringement of F. & S. Patents.

Fichtel & Sachs, of Schweinfurt, Germany, makers of F. & S. annular ball bearings, and whose American representative is the J. S. Bretz Co., of New York City, have begun an action against the R. I. V. Company, importers of R. I. V. bearings, for infringement of side entrance slot filling patents. The bill of complaint alleges infringement of both the Knous patent, No. 537,689, and the Blinn patent, No. 818,734, for improvements in ball bearings, and asks for an accounting and injunction.

Shows Motorcycle and Bicycle Goods.

Not only a special catalog of motorcycle accessories and supplies, but a big combination catalog, including both the bicycle and motorcycle goods, has been issued by the Hub Cycle Co., of Boston, Mass. The combination catalog contains 220 pages, starting with illustrations and description of the Lincoln bicycles and ending with motorcycle horns, with the intervening pages laden with all manner of parts, accessories and supplies.

New Haven Dealer a Bankrupt.

Israel Schwartz, who has a bicycle store at 16 Temple street, New Haven, Conn., has filed a petition in bankruptcy in the District Court of the United States. His liabilities are given as $4,737.44, and his assets as $1,655. All the claims are unsecured and they are for bicycles and supplies. The goods in the store are valued at $1,500.

Cycle Importations Into Brazil.

Bicycles to the amount of $29,012 were imported into Brazil from the United States in 1910, against $28,872 from Germany and $44,393 from the United Kingdom.

WHY HE GOT QUARTET OF ORDERS

Dealer Sells Four Motorcycles as a Big Improvement Over Co-Operative Automobiling.

"There is a whole lot more satisfaction and enjoyment to be had in owning one entire motorcycle yourself as compared with a one-fourth interest in a motor car, as several of my customers can testify," said "Tom" Sixsmith, the veteran and jolly uptown New York dealer one day this week. "A few days ago," he went on, "four prosperous-looking young fellows walked into my place, looked over my lines and laid down four deposits for 1911 R-S motorcycles. They told me that they had bought a car between them last year, expecting to have a lot of fun with it. Well they did have a fine time all right, but it hit their pocketbooks a little harder than they had expected. Not only that but it was pretty hard to keep everyone satisfied in regard to using the car. Every time that it went out they had a hard time agreeing who was going to drive and where they wanted to go. They used to match coins to settle the question, but even that did not make those who lost feel any better about it. Now they tell me that independent motorcycling is a heap better than co-operative automobiling, for with a motorcycle each one of them can go when and where he pleases without regard to anyone else, he can take his machine at any time without getting anyone else's permission and the fun that they get out of them does not cost near as much as it would with a car. Although they never owned motorcycles before they are delighted with their machines and say that if motor car owners generally realized the pleasure and enjoyment to be had at extremely small cost with a motorcycle that more car drivers would use them. I now am keeping an eye out for any motor car drivers who are kicking over the cost of running their ma chines, with a view to getting them to try a motorcycle just once. I think there are a lot of these sort of people who are finding automobiling too expensive, but who can afford a motorcycle very well, and I am going after them strong, for I think that they can be landed easily."

Unconsidered Free Engine Effects.

With motorcycles that are fitted with free engine clutches, it should be borne in mind that new standards of traveling radius for both gasoline and oil reservoirs will have to be taken into account in starting on long distance runs or tours. As the engine is using fuel even faster when running free of its load, the consumption will be greater under any conditions than with a rigid drive, and the mileage on one tank filling will be decreased. Another important item that must be followed up on a machine equipped with a clutch is the lubrication. If a mechanical pump is fitted it will, under normal conditions, take care of the engine's requirements in the matter of additional oil necessary because of the frequent racing which accompanies manipulation of the clutch. However, where an engine is dependent for oil solely on a hand pump operated at more or less frequent and regular periods as the operator's brain telegraphs the instruction, there is grave danger of an engine being seriously damaged if not ruined unless oil is injected oftener than is the case with a clutchless machine where racing never occurs save when the machine is run on the stand.

Trouble in Muffler Connections.

Nuts on muffler and exhaust tube connections are apt to become "set" after a time because of the intense heat to which they are exposed, causing frequent and abnormal expansion and contraction of the metal. In time this results in the threads becoming "frozen" and very difficult to loosen. A simple and efficacious remedy is to squirt some kerosene or light oil on the threads and let it "soak in" a bit before trying to break the connection. Graphite paste applied to such threads will prevent their "freezing" and make them work freely. Another ailment that sometimes develops with muffler connections is in the union nuts persisting in unwinding. The remedy is a few drops of oil on the threads, which will permit them to be screwed up tight without scoring or jamming.

Oxygen for Removing Carbon.

An oxygen apparatus for removing carbon deposits from cylinder walls and piston heads is being used very successfully abroad, according to the Consular Reports. The invention consists of a cylinder of pure oxygen, fitted with a pressure-reducing valve, with a flexible tube and blowpipe connected, and a small gasoline hand lamp, having a long nozzle, and which is used for starting. After the valve caps have been removed the oxygen blowpipe and the lamp nozzle are inserted through the openings into the cylinder head, allowing the flame to impinge on the carbon, which immediately comes away in the form of light sparks. As a means of softening the carbon, making removal easier, it is well to warm the engine slightly before commencing operations.

Obscure Cause of Sluggishness.

Engines occasionally develop irregularity of running on slow speed, and the reason often is quite difficult for anyone save an expert to figure out. In a majority of cases it is due to the sluggishness of both inlet and exhaust valve springs, which often become burned out or lose their temper after a time owing to the intense heat to which they are exposed. The remedy of course is new valve springs when the engine will run as smoothly and softly as in the days of its first romp on the road.

Freeing the Band Brake Release.

Band brakes of the V type sometimes stick when they are applied, and do not release when the pressure is taken off. The trouble usually is due to a binding of the ball cone which is cramped in the rear forks when the bearings are adjusted too tightly. Loosening the cone slightly will cure the trouble.

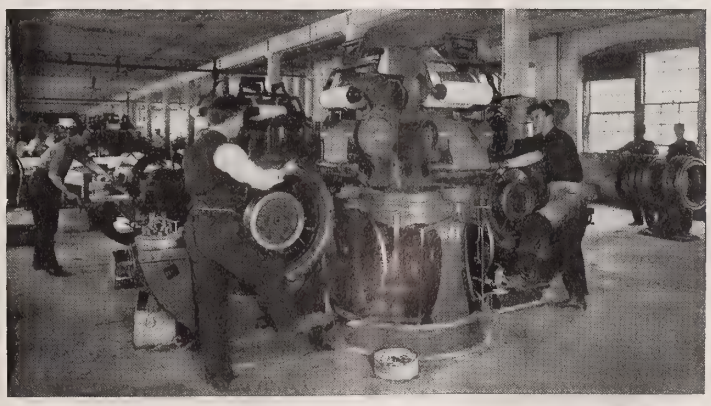
Hard Tire Pressure for Tandems.

Motorcyclists who carry an extra passenger on a tandem attachment or otherwise should see that the rear tire is very hard, else it soon will develop rim cutting. This advice also is timely for all motorcyclists. Fitting larger tires than the factory supplies is a gilt edge investment.

Making Cylinder Tie Rods Flush.

Cylinder tie rods that project beyond the nuts get on the nerves of motorcyclists who have an eye for mechanical detail refinement. The simplest and best remedy is to put washers under the nuts to bring the latter flush with the tops of the rods.

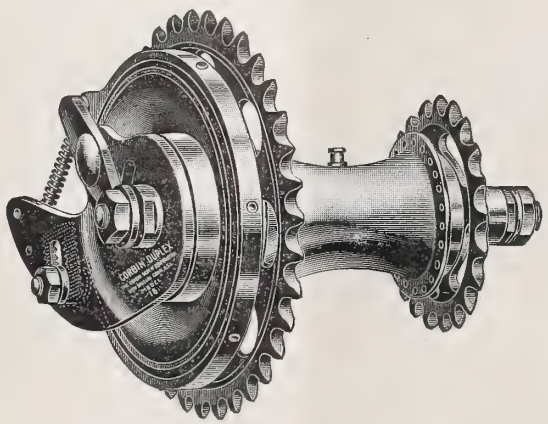
GOODYEAR MOTORCYCLE TIRE-MAKING MACHINERY.



This method of making tires permits all the fabric to be applied with the proper tension. It supplants the old hand-stretching process.

CORBIN

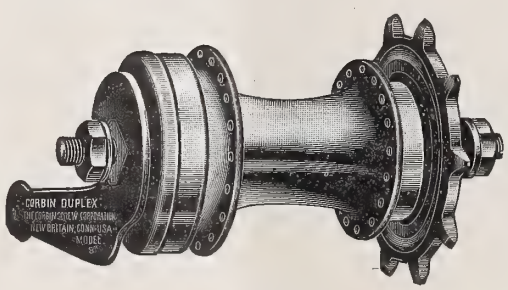
THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.



Corbin V-Band Motorcycle Brake

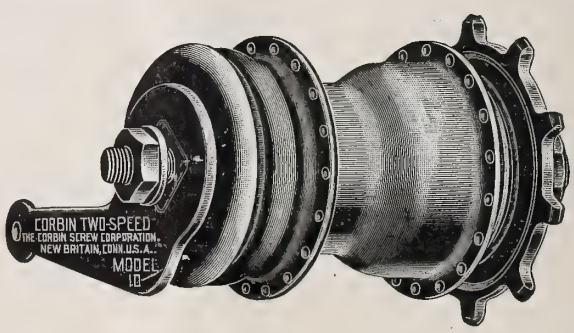
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By the use of a V-shaped drum and a triangular friction band, 50 per cent. more braking surface than on previous models, is obtained, and the flat band is superseded. The releasing mechanism is entirely outside, acting directly on the end of the brake band, making its action easy and reliable. There is no interference with chains. Altogether it is the most effective motorcycle brake on the market.



Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two-Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.

Corbin Screw Corporation

New Britain, Connecticut

Licensed Coaster Brake Manufacturers

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Founded 1877

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NEW YORK, JUNE 10, 1911.

"Factory Instructions" and the F. A. M.

When factory instructions to racing motorcyclists conflict sufficiently with the F. A. M. competition rules to break up a race meet it is high time for the national governing body to find out whether it really governs motorcycle racing or whether the manufacturers shall say how race meets shall be conducted. If the F. A. M. is to control racing there will be clean sport and real racing. If the manufacturers are to control, sport will be sacrificed on the altar of commercialism and hippodroming will be the result.

No well informed person supposes for a second that any manufacturer goes into racing for sport's sake. It is a cold blooded business proposition with him, and he is out to make sales on the performance of his machines against those of his rivals. However, if racing performances are to have any value to a manufacturer they must be conducted under some recognized rules and restrictions and obviously these cannot be made by the manufacturers.

Having acknowledged the F. A. M. to be the supreme governing body of American motorcycling, having given it their support and aided its growth, and having offered no opposition to the competition rules which it in its wisdom has seen fit to enact, the manufacturers who are racing should be willing to race their machines under those rules and to require that riders of their machines under their control observe the rules and obey the officials.

In view of the intrigues, the bitter feeling among certain factions, and the eternal desire of some riders to "put something over" on their rivals, manufacturers cannot be blamed for endeavoring to see that their riders and their machines get a square deal. The ignorance and weakness of some officials who have been intimidated, or who have allowed themselves to be cajoled or deceived, or for other reasons have shown partiality in their decisions, undoubtedly have made manufacturers wary of leaving their interests entirely to the officials.

It is all well and good to instruct riders as to how they shall ride, but they should be sent out from the factory with emphatic instructions to obey without question the orders of the referee. If the rider thinks that the referee has done him justice, he can appeal to the chairman of the competition committee, and if still dissatisfied he may take his case to the board of directors of the F. A. M., the court of last resort.

Riders should regard the referee as their friend, not as an enemy who is to be tricked and deceived whenever possible. The referee, if he is square—and no other sort can last long—will ask not the slightest concession of a rider to give an advantage to a rival. A referee is not, or, at least, should not be, concerned as to what rider or what machine wins. He is there to see that all riders get a fair show and no favor and then let the best man win.

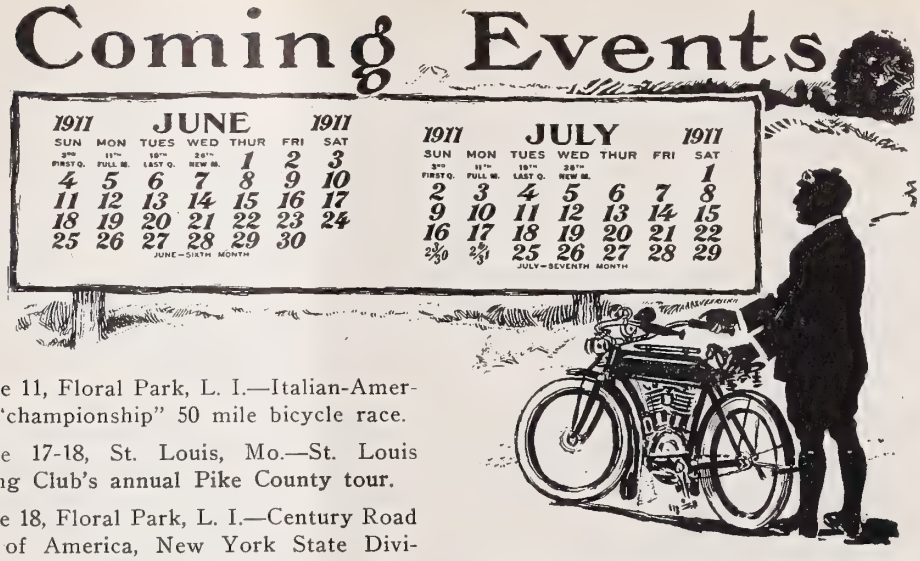
It is not to be expected that professional riders should show any sportsmanship or good will toward their rivals. The very nature of their profession precludes that. They are out to win, fairly if possible, but to win at any cost if they can "get away with it," for the factory must have results for the money it spends on them, and anything short of winning does not constitute results with the factory. It is not to be assumed that factories deliberately advise their riders to be crooked in races, but it is possible to instill in riders an overzealous loyalty to the factory that warps their judgment and their sense of squareness in everything else connected with their work.

Nothing can disgust the public with motorcycle racing and earn its contempt quicker than to have riders stand before a crowd and defy and disparage a referee, and "carry on" generally behind the fence of "factory instructions." A rider is not so much to blame for obeying the factory, for it will cost him his job if he doesn't, but the factory is to blame for giving a rider authority to flout the rules and the referee if he chooses. If the factory cannot trust a referee to give its riders a square deal it is better not to send them to a meet where such an official presides than to bring discredit on the sport and possible punishment on the riders for insubordination.

No endurance run will mark the national meet of the Federation of American Motorcyclists this year, and even the tours are to be utterly void of prizes or awards of any kind, according to present plans. It would seem that it might be possible to make some kind of an award for the club having the greatest proportion of riders in the tour, in relation to its total number of club members and its distance from Buffalo. Souvenirs or certificates showing participation in the tour also ought to be given, even if it be necessary to make a charge for them. Nearly every motorcyclist who takes part in the tours will want some tangible reminder of the trip, no matter if the trophy be a very modest one.

Racing motorcyclists of the trade rider and professional classes whose own common sense does not teach them to wear helmets when engaging in racing should be compelled to do so by the F. A. M. There is no more vital part of a rider's anatomy than his head and neck, and whenever he goes down or into a fence he does not know on what part of his body he will land. There is more than one racing motorcyclist alive today who owes his life to a helmet, and there are others who lost their lives because they did not wear a helmet. It is not a sign of cowardice to wear a helmet, as some reckless and boastful riders have remarked; rather an indication of good judgment. It is the difference between a broken skull or neck and an injured one, and it does not add a single ray to a rider's halo that he died in action because he was too brave to wear a helmet.

Coming Events



June 11, Floral Park, L. I.—Italian-American "championship" 50 mile bicycle race.

June 17-18, St. Louis, Mo.—St. Louis Cycling Club's annual Pike County tour.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

June 24, Spokane, Wash.—Spokane Motorcycle Club's race meet.

June 30, Douglas, Isle of Man, Great Britain—First junior international Tourist Trophy race; 187½ miles.

July 1, Waterloo, Ont.—Dominion cycle race championships.

July 3, Rockford, Ill.—Start of six days run of Illinois-Iowa Motorcycle Association.

July 3, Douglas, Isle of Man, Great Britain—Fifth senior international Tourist Trophy race; 187½ miles.

July 4, Birmingham, Ala.—Professional motorcycle races at Fair grounds track; open.

July 4, Jacksonville, Fla.—Jacksonville Motorcycle Club's race meet.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

July 4, Asbury Park, N. J.– Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 6-9, Elgin, Ill.—Illinois-Iowa Motorcycle Association race meet.

July 9, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

July 9-20, Providence, R. I.—Providence Motorcycle Club's tour to Niagara Falls, N. Y., and return; open.

July 10-15, Buffalo, N. Y.—Annual national convention and national championship race meet of the Federation of American Motorcyclists.

July 15, Rochester, N. Y.—Rochester Motorcycle Club's race meet at Crittenden Park.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

July 18-21, Alliance, Ohio—Motorcycle races at Rockhill track.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 4, Canton, O.—Canton Motorcycle Club's race meet.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.; rain date, October 1.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

Indianapolis Plans Two Days of Racing.

It is expected that from 85,000 to 100,000 people will watch the motorcycle races at the Indiana State Fair Grounds, Indianapolis, on July 3d and 4th. These races will be held under the auspices of the Indiana Motorcycle Club in connection with the two day picnic of the Associated Brotherhoods of Trainmen in Service. The latter organization has offered 14 valuable prizes for the winners in the events. The Fair Grounds mile track is well banked and about 50 feet wide on the stretches.

Rochester Changes Date of Meet.

At the last meeting of the Rochester Motorcycle Club it was decided to change the date of the second annual race meet from July 15th to July 1st, because of the F. A. M. national meet at Buffalo on the former date. The following committee is in charge of the Rochester meet: George J. Wagner, H. G. Hammon, A. Stroble, George Brey, A. Rowland, Frank Doublin and Joseph A. Ochs.

Newark Club Tour Schedule.

William H. Sincox, road captain of the Newark (N. J.) Motorcycle Club, has completed his chedule for club runs for the season, taking in 12 Sundays, commencing with June 4th and including October 22d. The trips planned will take in Bernardsville, Split Rock, Budd Lake,, Coney Island, Hackettstown, Asbury Park, Washington, Lake Hopatcong, Trenton, Greenwood Lake, Rye Beach and Doodport, a total of over a thousand miles for the season.

Crescents Postpone Their Handicap.

In order to give time for the completion of the necessary arrangements, the handicap road race of the Crescent Bicycle Club of Baltimore, Md., has been postponed from Sunday, June 18, to July 9. The twelve miles will be run off on the shell road.

Buffalo Headquarters Selected.

President F. I. Willis, of the F. A. M., has announced that the Iroquois Hotel has been chosen as the official hotel during the national F. A. M. convention in Buffalo, where the business sessions will be held.

Correspondence

Crank Case Becomes Too Hot.

Editor of the Bicycling World and Motorcycle Review:

I have a twin Thor that overheats the crank case. It gets so hot that you can't hold you hand on it after going two or three miles. I just have taken the motor down and scraped the carbon, so it cannot be that. The carbureter just has been to the factory, so the mixture must be all right. I have been feeding heavy oil, as I knew of the overheating. The motor pulls fine, so I cannot think of what the trouble can be unless it is a late exhaust. I think the exhaust is just a little bit late. How hot should the crank case get?

THOMAS W. GILMORE,
Warthen, Ga.

[Overheating of the crank case indicates that some of the burning gas is escaping past the piston and rings, down into the case. New piston rings should remedy your trouble.]

RIDERS' RUCTION AT GUTTENBERG

Balke and Chapple in a Rough-and-Tumble —Former Suspended—Constant Reprimanded—Hart Wins.

It lacked only the California climate, perhaps a board track, and a few minor details at Guttenberg, N. J., Sunday, 4th inst., to have made perfect a very realistic staging of one of the famous motorcycle riots and rebellions which made Los Angeles more or less infamous in the palmy days of racing in the Angel City. As far as the cast itself was concerned, its work was intensely vivid and dramatic, and even the



HART WINNING THE 15 MILE HANDICAP

California flavor was present in the person of Charles Balke, who was one of the leading figures of the melodrama.

What with a fist fight between Balke and Chapple, a refusal of Balke and Guterman to ride because they did not like the conditions of starting, some alleged sharp practice by John Constant in "ringing in" a special machine, and a general defiance of the referee by the riders mentioned, and some outsiders, it was a most excellent revival of a Los Angeles motorcycle race wrangle. Those Easterners who never before could understand the reason for the troubles on the Coast, and who were present at Guttenberg Sunday, were fully enlightened. As a result of the trouble, the death knell of motorcycle racing at the Jersey track undoubtedly has been tolled, for the Indian factory, at least, no longer will send any machines there. Promoter Shafer says there will be no more professional races, and Chairman Thornley says there will be no more sanctions for races of any kind until the rules are complied with to the letter.

Trouble began over the manner of starting the professional five mile match between Balke, Guterman and Mitchell. Mitchell went to Referee Pitman and asked for a rolling start; not a flying start, as some persons have alleged. Mitchell gave as a reason that his machine started hard and he would not get a fair show with a standing start. This reason seemed fair to Referee Pitman, and he asked Balke and Guterman to agree to a rolling start in the interests of sportsmanship purely, and not because of the slightest desire to favor Mitchell. Balke and Guterman absolutely declined to agree to anything but a standing start, claiming that it always had been the practice in previous matches and other races at the track.

Anxious that the spectators might see some good sport, Pitman tried to bring the riders together, and then Balke commenced to talk about the "Indian getting a rotten deal" and other equally acrid remarks. He is the first rider ever to accuse Pitman of being unfair, and it hurt "Happy Days" a whole lot. Balke absolutely refused to ride with other than a standing start, and as he had made no agreement of any sort he could not be punished for refusing to ride.

Guterman, however, according to the promoter and by his own admissions, had agreed to ride. After his first outbreak, he cooled off, and offered to ride with a rolling start, but Balke scared him away by telling him that he never would get another factory Indian if he rode with a rolling start. Gus Rotholz, a Harlem dealer, also made himself quite disagreeable to the referee by threats and otherwise. Seeing that he could not bring the men together, Referee Pitman went before the crowd and explained why there would be no professional races. His frankness and apology brought cheers from the spectators.

In the meantime there were other lively doings in the training quarters. Chapple went over to Balke's quarters and started a fight. There has been bad blood between them ever since Balke came East, and the ruction had been brewing. It was due at any time. After two or three minutes of rough and tumble fighting on the floor, a bicycle cop pulled the men apart, Balke being on top. Both landed on each other's eyes, and each had a beautifully decorated "lamp" that night. Chapple claimed that Balke bit him, which, if true, would make it advisable to have a Pasteur treatment specialist follow Balke to cauterize people whom he may bite. It is more likely that Balke's ring cut one of Chapple's eyes.

Next to get into trouble was John Constant, who came to the line in a 15 mile handicap with a T. T. Indian, which is said to be larger than a regular five horsepower stock machine. Somebody tipped off Pitman that Constant was ringing in a special, and Constant was asked about it. He claimed that he did not know it was a T. T. In a short time he expressed a willingness to be listed on a T. T. and be handicapped accordingly. When he started he ran away from the regular "fives," but fell in the sixth lap. Frank Hart, Indian, won from scratch by ten feet from Ferd Mercier, Indian. Percy Drummond finished in third place.

Hart also won the five mile handicap by 50 yards from M. Costello, Merkel. Costello, who has been campaigning on a Peugeot, was given a trial on a Merkel. For a time Hart gained, but then Costello held him, and took big chances but could not close the gap at such a short distance. Costello showed promise of making a good rider.

Constant was reprimanded by Chairman Thornley, in an open letter, for not knowing exactly what sort of a machine he was riding, and for not informing the referee that his machine was not stock and not entitled to a stock handicap, if he was uncertain as to its being stock. He would have been suspended if it were proven that he attempted to "ring in."

Balke at present is under indefinite suspension, pending a hearing of his case. He will get at least a month on the shelf, according to Chairman Thornley, for preventing Guterman from using a machine, and for abusing the referee. No official notice will be taken of the fight, as it occurred off the track. Guterman will not be punished, as he expressed a willingness to ride, but could not get a machine. Rotholz apologized to the chairman during the week for his conduct. Outsiders who inject themselves into disputes between officials and riders in future will be excluded from the grounds. Promoter Shafer largely was to blame, as he had no entry blanks, the program was not standard, and things were very loosely run in general. He refused to pay Arthur Mitchell $25 appearance money, because Mitchel did not ride, although he was on the line and willing to do so. Mitchell appealed to the

MOTORCYCLISTS FROM MANY CITIES IN FRIENDLY MEETING.



Gathering of the Concourse Motorcycle Club, of New York, at Savin Rock, Conn., on the 4th inst., with clubs from Hartford, New Haven, Springfield and other New England cities. The photograph was taken by C. L. Frobisher, the Concourse secretary.

chairman, who says Shafer must pay up. Summary:

Three mile novice—Won by D. W. Marvin, Indian; second, E. P. Epstein, Indian. Time, 3:55.

Five mile, private owners—Won by F. L. Vanderpoel, Indian; second, D. W. Marvin, Indian; third, T. Rice, Merkel. Time, 6:03.

Fifteen mile handicap, trade riders—Won by Frank Hart, Indian; second, Ferd Mercier, Indian; third, Percy Drummond, Indian. Time, 16:21⅘.

Five mile handicap, trade riders—Won by Frank Hart, Indian; second, M. Costello, Merkel; third, Ferd Mercier, Indian. Time, 5:09⅕.

Army Major Converted to Motorcycling.

In the United States army there is at least one enthusiast on the subject of motorcycles, and that is Major Joseph E. O'Neil, chief of staff of General Tasker H. Bliss's command, at San Diego, Cal. Major O'Neil's complete conversion to the cause of motorcycling all comes about from his maiden trip on one of the machines, from the army barracks to Fort Rosecrans. He made the seven and a half miles in 30 minutes so easily that he was astonished, particularly as he consciously kept his speed down close to the minimum. He thinks that motorcycle travel beats horseback riding all hollow. He declares that it would not take long for any man in the service to learn to ride a motorcycle over almost any kind of ground.

Two Perfect in Rhode Islanders' Run.

Escaping air from punctures and blowouts blew specks on many an otherwise clean score in the second annual reliability contest of the Rhode Island Motorcycle Club, on Sunday, May 21. Only two of the 20 starters came through the 157 mile run without penalization. The lucky pair were A. E. Manchester, Merkel, and H. E. Winslow, Indian. They made all controls on time, and were fortunate enough to escape the puncture fiend.

While the official schedule called for 18 miles an hour, this did not take into account any necessary stops for checking, fuel replenishment or food, not to speak of possible trouble, and with all of these counted in, the riders had to average nearer to 30 miles an hour. The road and weather were ideal.

Starting from Providence, the riders wended their way through New Bedford, Taunton and Boston, and came back over one leg of the triangle course. Checking stations were established at all of the cities mentioned. While some of the riders dropped out of the contest at various points, all of them are given a point score.

Some of those who suffered tire trouble were J. F. Cummings, H. G. Baxter, H. M. Jones, J. B. McLaughlin. W. L. Hillman broke a valve, and F. H. Shippee spoiled his till-then clean score by playing the "Good Samaritan" to Hillman. C. J. Walmsley was delayed by a broken chain, and a few riders tested the hardness of the Boston pavements.

Through delay on the part of the checkers in sending in their sheets the official scores were delayed in compilation, but are given below:

Rider and Machine.	Score.
A. E. Manchester, 7 Merkel	1,000
H. E. Winslow, 4 Indian	1,000
J. C. Loftes, 4 Harley-Davidson	975
A. Fazzi, 4 Harley-Davidson	975
M. E. Remington, 4 Merkel	975
S. H. Koran, 4 Harley-Davidson	975
W. E. Johnston, 4 Excelsior	975
J. B. McLaughlin, 7 Merkel	963
H. M. Jones, 7 Merkel	948
W. H. Ernshaw, 7 Merkel	903
W. L. Hillman, 4 Harley-Davidson	888
F. H. Shippee, 6 F. N	888
C. J. Walmsley, 4 R-S	852
H. G. Baxter, 4 Excelsior	838
J. F. Cummings, 6½ Harley-Davids'n	666⅔
J. A. Akeroyd, 4 M-M	666⅔
J. J. McIntosh, 4 M-M	666⅔
H. Weatherbee, 7 M-M	666⅔
J. C. Hyllstead, 2¾ Indian	666⅔
O. Bourget, 4 Merkel	666⅔

Eastern Clubs Convene at Savin Rock



New York and New England motorcyclists to the number of about 200 held their annual "reunion" at Savin Rock, Conn., on Sunday, 4th inst. Officially the most important feature of the occasion was the annual spring run of the Concourse Motorcycle Club, of New York, to the Connecticut Coney Island, and the New Englanders from Hartford, Springfield, Bridgeport, Meriden, Waterbury, New Haven and a few other burgs just "blew in" to be sociable and get acquainted.

Twenty-three New Yorkers left the Concourse headquarters in the Bronx shortly after 7 a. m. Sunday, bound for "the Rock," each scheming how he would win one of the pair of medals offered for the most consistent adherence to schedule. There also was a club trophy for the club having the most members. And last, but by no means least, there was a shore dinner free for every man who reached the rendezvous on time. The "feed" took the place of the time honored "medals" usually doled out for such stunts. The New Englanders had to "dig down" for their own "grub." That is, all but four of them did. This quartet were mean enough to mix in with the Concourse in the dining room, and they stowed away four dinners at the expense of the New Yorkers.

It required the paltry number of five members on the run to enable the Motorcycle Touring Club of New York, affiliated, to win the club trophy. Nyle and Thompson won the consistency medals. The secret control was located on the outskirts of Bridgeport, and many came upon it more suddenly than they had expected. Greasy Fairchild avenue in Bridgeport caused many spills. Dr. Wise, of New York, went down and smashed his glasses, but his eyes escaped injury. Shelton Sturges, the Excelsior agent, rendered professional services to the medico's machine.

Tire trouble also was experienced. Sam Levine, of New York, who was known as the "No Puncture Kid," because he had ridden a pair of G & J's 13,000 miles without perforation, lost his title because of a tack. Others who did not hold such proud

titles also lost their wind temporarily. At Savin Rock most of the motorcyclists sampled lobster and other things at Wilcox's, where a large section of the big caravansary had been reserved for their exclusive enjoyment.

Peck and Gill Take Others' Measure.

Carrying off four firsts and one second out of seven events, the Excelsior team, C. Peck, of Los Angeles, and J. Gill, of Santa Aga, were the predominant figures in the Santa Ana, Cal., meet on Decoration Day, the 30th ult.

Thirty-one miles in 30 minutes was the record of Don Johns, on an Indian, for the meet. M. J. Graves was unable to bring his Merkel across in better time than his present track record of 0:50⅖, his best time being 0:52. The summary:

Ten miles, stock stripped, local riders, 30.50—Won by Gill, Excelsior; second, Hendrickson, Indian. Time, 11:24⅘.

Five miles stock, stripped, 30.50—Won by Peck, Excelsior; second, Hendrickson.

Ten miles, local riders, 54 cubic inches—Won by Gill; second, Hendrickson; third, Brinkerhoff, Merkel. Time, 10:34⅕.

Two miles, best two out of three, 61 cubic inches—Two heats won by Ringy, Merkel. Time, 2:04 and 2:42⅖.

Trial by M. J. Graves to break world's record for mile on dirt track. Time, 52 seconds.

Ten mile free-for-all, 54 cubic inches—Won by Peck; second, Kingly. Time, 10:00⅗.

Thirty minute race, free-for-all, 61 cubic inches—Won by Don Johns, Indian; second, Peck; third, Kinney, Merkel; Distance, 31 miles.

Six Day Illinois-Iowa Program.

The Illinois-Iowa Motorcycle Race Meet Association expects to have 300 new members to participate in its six day race meet starting at Rockford on July 3d. The first check station will be at Freeport, the riders then going through Elroy, Lena, Wadham, Nora and Warren, Ill., which is another check station, thence through Apple River and Scales Mound to Galena, the third check. Leaving Galena the route will be along a ten mile macadamized road to Hazel Green, Wis., thence to Fairplay, returning to Illinois, passing through east, and crossing the bridge, reaching Dubuque, Iowa, where they will be entertained by the officers of the Motorboat Regatta. On July 7th the riders will start for Clinton, Iowa, where dinner will be served. After satisfying their hunger they will start immediately for Dixon, Ill., where they will spend the night. The next morning they will go to Elgin, where a day and a night will be spent. The Elgin Motorcycle Club has charge of the events here, which will conclude the meet with a banquet on the evening of July 9th. From Elgin the different clubs will start for their respective towns.

WANDAMERE AGAIN IN FULL BLAST

Seymour, Whittler and Ward Delivering the Thrills—Samuelsons Also in the Running—Decision Reversed.

Signalized by Ray Seymour's victory in the eight mile professional motorcycle race, the Wandamere Motordrome, at Salt Lake City, had its initial meet on the 30th ult., after the elements had broken several arc lamps and given the course a liberal sprinkling of glass, which delayed matters a while for the clean-up. Seymore and F. E. Whittler battled for supremacy in the eight mile final and kept the crowd on edge. For 21 laps Seymore, on the inside, led Whittler, when the latter forged to the front for one lap. The succeeding lap was an elbow-to-elbow contest between the two. Seymore took the lead on the bell lap and captured first by over a length. Of the two preliminary heats, the first was run in better time, but the second one provided more thrills by Al Ward's sensational riding. Ward experienced difficulty in starting, and made a bad fourth and last man. Before the three miles of the heat had been covered he was in the lead with Whittler pressing him, and they finished in this order. A repetition of the trouble prevented Ward from competing in the final.

The scheduled feature of the night did not materialize as such. It was to be a 15 mile open professional. Owing to the time consumed by the first events, this, the last on the program, was reduced to ten miles. By error the gong was sounded at five miles. The crowd was vociferous for the finish of the race, and a second heat of five miles was run. This turned out to be a duel between W. E. Samuelson and Whittler. Whittler pulled ahead and kept the lead till the bell lap, when a sudden spurt by Samuelson put the latter in front, and Whittler was unable to overtake him.

C. Burlingame was first in the three mile open amateur, limited to 4 horsepower stock machines. In the five mile open, trade riders, Johnson carried off the honors with C. L. Westlake second.

Ward had his inning in the five mile consolation professional race. Just to show a friendly spirit, Senhouse exploded a tire as they were about to start, and there was a delay. Thomas, the third contender, dropped out before half the race was over, and Ward succeeded in holding Senhouse to second money.

The summary:

Three mile open, amateur, 4 horsepower stock—Won by C. Burlingame; second, H. A. Lund. Time, 3:42.

Five mile open, trade riders—Won by Johnson; second, C. L. Westlake; third, Mat Warden; fourth, C. Bernstrom. Time, 5:23⅗.

Eight mile professional—Won by Seymore; second, Whittler; third, Broadbeck; fourth, Samuelson. Time, 5:58.

Five mile consolation, professional—Won by Ward; second, Senhouse. Time, 4:15⅗.

Ten mile open, professional—Won by Samuelson; second, Whittler. Time, 7:44⅖.

Setting in one of them a new eight mile record for the track, Ray Seymour cashed in first in the two principal events at Wandamere motordrome, Salt Lake City, on the 2d inst.

In the eight mile race he won with ease, Bill Samuelson taking second. Seymour made the distance in 5:49. The Wandamere handicap was his other victory, ten miles in 7:27⅕. Bill Samuelson and Fred Whittler were riding abreast in this race, either on the last lap or after the bell lap had been completed (it is not known which), when Samuelson fell. Whittler was first declared second, but later the officials reversed their decision and gave Samuelson second, and it is hoped that a repetition of the mistakes of the previous season will not be the order this year.

The summary:

Five mile open, trade riders—Won by Claflin; second, Johnson; third, Westlake; fourth, Warden. Time, 5:42⅗.

Two mile exhibition against time—Whittler. Time, 1:33⅗.

Eight miles, professional—Won by Seymour; second, W. E. Samuelson; third, Brodbeck; fourth, Whittler. Time, 5:49, breaking the former track record by two seconds.

Wandamere handicap, ten miles—Won by Seymour; second, Whittler; third, Senhouse; fourth, T. Samuelson. Time, 7:27⅕.

More Prospective F. A. M. Affiliations.

Chairman E. M. Estabrook, of the F. A. M. membership committee, makes the following statement regarding club matters:

"The La Cross (Wis.) Motorcycle Club, which was organized about one year ago, has practically dropped out of sight, mostly on account of two serious accidents to two of its leading active members. However, a new movement is on foot whereby it is expected to organize an F. A. M. club before long. It is reported that Otto Gudenschwager, the Indian agent, will take an active interest in the club, which means that its success is assured.

"J. J. Webber, the Yale agent at Dorrance, Kan., is making satisfactory progress in the work of organizing the Dorrance Motorcycle Club, and its officers will soon be announced. One of the objects of the promoter is to help the F. A. M. movement, now fast gaining ground in Kansas, and so the club will affiliate with the F. A. M.

"Among the growing live clubs soon to consider affiliation with the F. A. M. may be mentioned the Milwaukee (Wis.) Motorcycle Club, of which A. H. Hascall is secretary."

SAND STAGGERS PROVIDENCE CREW

Seekers of Swenson Trophy Honors Have an Adventurous Reliability Trip—Fun at a Fire.

Rhode Island may the smallest state in the Union, but that it can boast of some of the most vicious sand stretches to be found east of the Rocky mountains is asserted by the motorcyclists who participated in the first reliability run of the Providence (R. I.) Motorcycle Club for the Swenson trophy on Sunday, June 4. Despite a savage four mile sand stretch which faced the motors at the top of a stiff hill, 14 riders finished with perfect scores. While this large number of clean scores might appear to nullify the statement concerning the sand, it was due to the Trojan



TAKING FUEL AT WESTFIELD

efforts of "War Horse" Swenson that several of the riders finished.

It was in the vicinity of Noose Neck that the trophy hunters became marooned. When Noose Neck hill loomed up, several got faint hearted, but the hill did not prove as hard to conquer as they had thought. Once at the top, however ,the real terrors commenced. For four miles it was nothing but bottomless sand. When Swenson admits it was bad, no further corroboration is necessary, for there are few roads which can "feaze" Swenson. To make matters worse, a control was located at the beginning of the sand stretch.

As they reached the crown of the hill riders were sent through the sand gauntlet at minute intervals, but they emerged at the other end at much more separated periods. The roadbed was narow, lined with bushes on each side, and wrinkled with about 30 helter skelter blind turns. Several motorcyclists who live in the vicinity were on hand to see the fun, and they saw it all right.

It was an agony stretch for some who fell from their machines through weakness or exhaustion, while others had their motors overheat and stall. Swenson played the "Good Samaritan" in several cases, going back in the sand to help after he had come through once. Some riders who would be taken for boulevardiers negotiated the sand like veterans and without a fall.

After the sand was left behind the riders slid onto fine macadam roads and looped along at telegraph-pole-fence gait. At Ashaway most of the population are Seventh Day Adventists, and keep Saturday instead of Sunday. The riders found the mills running, and the operatives thronged to the windows to wave at the lightning conductors as they flashed by.



CHECKING IN AT WICKFORD

One of the rules of the contest called for checking at every town en route, and this kept down speeding for long stretches. Throngs of people welcomed the riders at every stop. At Westerly the riders stopped for dinner and the fleet of machines drew a large crowd while the owners were dining. At Narragansett Pier the contestants picked up an escort of free lances who were touring and accompanied them into Providence.

One of the humorous incidents of the run occurred at Apponaug. When the riders reached there a lumber yard was on fire and they stopped to see it. In order to get a better view of things, Charles Westcott climbed on top of a lumber shed and was the envy of his fellows, until suddenly the firemen pointed a nozzle in his direction. Then Westcott got back to



OUTSIDE THE WASHINGTON CONTROL

earth in a hurry. Coming into Providence the riders made a detour to avoid a possible police trap, and it was well they did so, for when Clifford Frazier came through the main line he ran into the trap. The only thing that saved him was that the officer was busy taking in an automobilist.

The perfect score division consisted of the following: John Kay, Sidney Higgins, A. R. Magee, W. D. Burt, L. P. Whitcher, C. H. Westcott, Joseph Leddy, C. P. Walker, Charles Rayhill, Albert Carlson, C. A. Anderson, B. A. Swenson, E. G. Luther, all on Indians, and Clifford Frazier, Merkel. C. P. Walker carried Mrs. Walker a la tandem, being the only two passenger machine in the run. The start was at 8:30 a. m., and the riders finished at 4:30 p. m.

Los Angeles Club on 337 Mile Contest.

The third annual endurance run, under the auspices of the Los Angeles Motorcycle Club, was brought to a successful close at ten minutes past four o'clock on the afternoon of Decoration Day, when the last rider in the hard contest drew up in front of the club house after covering 337 miles of the hardest and fastest kind of riding. Thirteen of the 28 starters who competed in the run finished with perfect scores, and only seven failed to finish.

The contestants left Los Angeles at three minute intervals, starting about five o'clock on the Sunday morning preceding Decoration Day, and 23 riders checked in at the night control in Santa Barbara, a distance of 165 miles. The return trip was started at six o'clock the following morning.



FIRST ARRIVALS AT NOOSE NECK HILL

On the first day C. W. Merchinger, who was riding an Indian, collided with an automobile and was thrown from his machine, receiving severe bruises on his right arm. The automobile ran over the front wheel of the motorcycle and smashed it. Fred Everett, on a New Era, fell from the saddle, sustaining a badly sprained ankle, which put him out of the running. The complete results of the run have not been completed, but the following finished with perfect scores: R. D. Bissett, Excelsior; A. J. Menagay, Indian; J. Bowland, Excelsior; George Shilling, Excelsior; H. A. Shafer, Thor; A. Judd, Indian; A. S. Bossard, Indian; George Priddy, Indian; Sam Davidson, Marvel, C. Briggs, Indian; Irvan Knappe, Indian; Ed. Berford, Indian; H. Lightcap, Merkel.

Providence Club to Have Parade.

The Providence Motorcycle Club is arranging for an illuminated motorcycle parade for the evening of June 22d, starting on Exchange place and passing through the prominent streets, winding up at the Edgewood Yacht Club, where dinner will be served to the riders. The idea is to have the various machines decorated with lights, flags and bunting, and several prizes will be awarded. Entries ($1.00 for members, $2.00 for non-members; dinner included) may be made with J. G. Edwards, club secretary, 298 Blackstone street, Providence, R. I.

F. A. M. EASTERN TOUR SCHEDULE

Details of the Various Days' Runs are Issued—Tourists to be Divided Into Small Companies.

Daily running schedules with stops, together with recommendations to assistant road officers, for the Eastern District F. A. M. tour to Buffalo, to the annual meet, were issued this week by Tourmaster B. A. Swenson, of Providence, R. I. In order to handle easily such a large body of riders as will be on the tour, it is planned to split them into companies, and these will be placed in charge of captains and lieutenants, starting from Providence on Sunday, July 9, and arriving in Buffalo on the 13th. Provision is made for the amalgamation of small parties from various sections at central points. The daily itinerary as at present outlined, and subject to change, is as follows:

First Day—July 9.

Providence riders will leave Providence at 9 a. m. By leaving at 9 o'clock it will give ample time for riders from Fall River, New Bedford, Newport and Taunton to start with main party. The Boston party will leave Boston at 9 a. m. also, giving riders from Brockton and other places around Boston time to join the division from that city. Riders from Maine, New Hampshire and other places, by starting from their respective homes on Saturday, July 8, arrive in Boston in time to start with the Boston division on Sunday, 9th.

A party should start from Fitchburg, Mass., and other nearby places, and join the tour at Worcester. Similarly riders from Keene, N. H. The Providence and Boston parties would merge at Worcester and go from there to Springfield as one body, arriving in Springfield Sunday afternoon. This would be the night stop. The New York division would leave that city at 7 a. m., Sunday, 9th, and follow the shore road through Connecticut. They should reach Stamford about 9 a. m., Bridgeport, 10:30, and New Haven at 12 m. The stop here is one hour for dinner. Leaving New Haven at 1 p. m., they reach Hartford at 3:30, and Springfield between 5:30 and 6 p. m. The distance is approximately 150 miles, and the running time 10 hours.

Second Day—July 10.

Tourists will leave Springfield at 7 a. m., pass through Chester at 8:45, Pittsfield at 10:30, and roll into Albany, N. Y., at 1:00. Take dinner here. Leave Albany at 2:00 p. m., pass through Fonda at 4:30, and reach Little Falls, the night stop, at 6:30 p. m. If entire party is too large to be accommodated at Little Falls, one section will continue to Utica, arriving there about 7:30 p. m. The total distance of the day's run is about 165 miles and the running time 11½ hours.

Third Day—July 11.

Leave Little Falls at 7 a. m., pass through Utica at 8:30, and pick up riders who belong to main party and have stayed here over night; pass through Oneida at 10 a. m., and arrive at Syracuse at 12 noon. One hour here for dinner. Leave Syracuse at 1:00 p. m., reach Auburn at 2:30, and arrive at Rochester, night stop, at 7 p. m. Mileage for that day approximately 165 miles. Riding time about 11 hours.

Fourth Day—July 12.

Leave Rochester at 8:00 a. m., pass through Batavia 10:30, and arrive at Buffalo at 1:00 p. m. Distance for day about 75 miles. Running time, five hours.

It is the idea of the tourmaster to have the tourists ride in groups of, say, 25 people, each group to be in charge of a captain and one or two lieutenants. These officers will keep a correct list of names of all members of their respective groups, make note of any incident pertaining to the tour and report each day to the tourmaster the names of any riders who may drop out of their divisions and the reason for such withdrawal.

In Albany, riders from places along the Hudson river and contiguous territory will join the tour, which will lie over in that city for dinner on the second day. Also those who wish can take the night boat from New York on Sunday night, July 8, and meet the tour at Albany on Monday. This suggestion is made for the benefit of riders from Washington, Baltimore and other cities in that district. It also is an emergency substitute for the New York party in case of rain on Sunday, which might cause bad roads.

Of course, parties of riders from various sections would join the tour at practically every stop on the route. It is planned to have both the Eastern and Western tour, the latter starting from Chicago, arrive in Buffalo at the same time, and at some public place meet representatives of the Buffalo Motorcycle Club, who will welcome the visitors. The participants of the tour then will disband.

The schedule for the last day could of course be changed to synchronize with the time of arrival of the Western tour in Buffalo. This could be done by making the start from Rochester two or three hours later than now planned, thus giving the riders practically all morning to get acquainted with the city.

The tourmaster would like to hear from any person having any suggestions to make, either as to changes in the schedule or otherwise. Club secretaries and captains in cities along the route of the tour also are requested to send information to the tourmaster regarding the condition of the roads, and suggestions of any shorter or better route for the tour through their district. The tourmaster asks particularly that all who can do so send this information at once and not wait for someone else to do it. The address of the tourmaster is B. A. Swenson, 298 Blackstone street, Providence, R. I.

Medals for 1911 F. A. M. Champions.

Of neater appearance and more valuable intrinsically than any heretofore given, the new F. A. M. national championship medal designed by Chairman Thornley of the



competition committee is shown in the accompanying illustration. The medal is of 14 karat gold, and is octagonal in shape. In the center is the F. A. M. emblem, with blue enamel motor base, the emblem being surrounded by a laurel wreath. The lettering is on raised flowing ribbons, which encircle the wreath. The medals were made by Whitehead & Hoag Co., Newark, N. J. Two of the championship medals already have been claimed. Ben Broaderick won the two mile national championship at Oakland, Cal., on May 21, and Frank Hart won the five mile title at Chicago on May 30. The one and ten miles and one hour championships will be decided at Buffalo next month.

Three Classes in Shingle Hill Climb.

No professionals can participate in the motorcycle events at the Shingle hill climb at West Haven, Conn., on Saturday, 10th inst., the classes being restricted to amateurs. There will be three classes, 30½, 55 and 61 cubic inches, respectively, and two cups will be awarded in each class. The entry fee is five dollars, and the climb is being promoted jointly by the Yale and New Haven Automobile clubs.

SHELBYVILLE HAS A SPEEDFEST

Baker and Jones Give the Spectators an Exciting Exhibition—Shepherd Proves a Worthy Contender.

The Shelbyville (Ind.) Fair Grounds track was in such a poor condition on last Sunday afternoon, 4th inst., as a result of the heavy rains of the previous night, that Referee Harry Graff deemed it wise to postpone the half hour motorcycle race. To take its place on the card, a five mile event with 14 starters was run, and furnished a good deal of excitement. It was a neck-and-neck race all the way, between Baker, on an Indian, and Jones, on a Thor, the riders see-sawing back and forth for the lead. Baker pushed to the front in a final dash and crossed the tape about three feet ahead of his opponent. The unlimited pursuit race was finished in the ninth mile, Baker overtaking Jones, the only survivor, after an elapsed time of 11:07. The summary:

Five miles, private owners—Jones, Excelsior, first; Shepherd, Merkel, second; Shome, Indian, third. Time, 8:13.

Five miles, stock machines, 30.50—Shepherd, Merkel, first; Baker, Indian, second; Jones, Excelsior, third. Time, 6:55½.

Mile time trials—Jones, Thor, first; Baker, Indian, second; Shepherd, Merkel, third. Time, 1:17.

Ten miles, open—Baker, Indian, first; Shepherd, Merkel, second; Shome, Indian, third. Time, 13:31.

Five miles, open—Baker, Indian, first; Jones, Thor, second; Shepherd, Merkel, third. Time, 6:48.

Unlimited pursuit—Won by Baker, Indian. Distance, 9 miles. Time, 11:07.

New Jersey 24 Hour Run Tie Broken.

Secret control checking sheets broke the triple tie between the Yale, Excelsior and Harley-Davidson teams in the manufacturers' division of the 24 hour endurance run of the New Jersey Motorcycle Club of Newark, on May 29-30, and gave the Pascal trophy to the Yale team. It had the least penalty at secret controls of any team, 43 points. All three teams finished with perfect road scores of 1,000 points, and the two secret controls were instituted in anticipation of such a result.

Another tie between Stevens and Nichols of the Yale team occurred in the individual competition for the club consistency trophy. It was shown that Stevens had kept closest to schedule on the open road, and he was awarded the trophy. Nichols was given the motor seat, the other prize in the trade class.

The prizes in the private owner division were awarded as follows: H. G. Truppner, one pair Morgan & Wright tires; Stanley Beach, one Goodrich tire complete; C. B. James, 20th Century lamp and generator; Robert Black, Jr., Corbin brake; H. N. Davis, Adams shock absorber; Howard Hill, Eclipse brake.

Asbury's Track to Open July 4.

Operating under the impressive title of the Metropolitan Velodrome Co., R. A. Van Dyke, of New York City, and associates will inaugurate motorcycle track racing at Asbury Park, N. J., on July 4. The track is one-third mile, dirt surface, and, according to the entry blank, is the fastest in the world of its size. The prizes for the opening meet amount in the aggregate to $150, and the events are open to all classes of riders. The card will be as follows: Three mile novice; ten mile open, professional; ten mile open, trade riders; ten mile, private owners; 25 mile open, professional, and five mile handicap. The meet will be conducted under the sanction and rules of the F. A. M. Race meets will be held every Saturday during July and August. Under the competition rules, the machines eligible for this track are 30½ cubic inches or less for racing machines, and 50 cubic inches or less for strictly stock machines. Under no circumstances will so-called "T. T." models be permitted to compete. Good riders can get liberal season contracts from R. A. Van Dyke, 148 W. 129th street, New York.

Charles Balke, the California comet, was slated to ride at the opening meet, but as he is under suspension for 30 days, dating from June 5, he of course will be unable to ride on July 4. Efforts to have his suspension raised for the opening proved fruitless, but he is booked to ride at Asbury Park on Saturday, July 8.

Minneapolitans Climb by Formula.

The first of a series of hill climbs under the auspices of the Minneapolis Motorcycle Club took place on Friday, June 2d, before a good sized crowd. Riverside Hill, the scene of the battle, was in an excellent condition, and the events were pulled off without an accident or hitch of any kind, with the riders making good time. The contest was divided into four classes—Class A, single cylinder, belt drive; Class B, singles, chain drive; Class C, twins, belt; Class D, twins, chains.

A hill climbing formula taking the weight of the machine, the displacement and the actual time was used in judging the result, and thus the machines finished as follows:

Class A—A. Stran, Thiem, first; B. Ostrander, Harley-Davidson, second. Time prize, R. Mangan, Thiem; actual time, 32⅗.

Class B—Bissett, Indian, first; Gould, Thor, second. Time prize, Bissett; actual time, 35.

Class C—Frickman, Excelsior, first; Klix, Excelsior, second. Time prize, Enmark, Excelsior.

Class D—Hammer, Indian, first; Barnaby, Indian, second. Time prize, Legg, Indian; actual time, 30⅗.

"COMES BACK" AT KENOSHA MEET

Bernard Wrests the Ten Mile Open from Huyck—Eight Lively Numbers—Many Chicagoans Attend.

Heralding his return to the racing game by winning the ten mile open, 61 class, event from Fred Huyck in the fastest time of the day, on a rather slow track, Harvey Bernard made his appearance at the first motorcycle meet held at Kenosha, Wis., under the direction of the Chicago Cycle Association on Sunday, 4th inst.

Bernard and Huyck again fought it out in the ten mile open handicap race for second and third, Cyrus Wade, with two minutes advantage, taking first without much difficulty. Bernard again humbled Huyck, his best mile being 0:58. In the preliminaries Huyck covered a mile in 0:56. Among the 5,000 spectators were many Chicagoans. The summary:

Five mile novice, 30.50 class—Won by O. W. Kuball; second, Cyrus Wade; third, Frank E. Blank. Time, 6:43⅗.

Five mile open start and stop (novelty)—Won by W. J. Hamilton; second, E. W. Fearing. Time, 7:13⅘. Ed. Harmer and C. Wade were disqualified after Harmer had finished first and Wade third.

Three mile, private owners, stripped stock, 30.50 class—Won by O. W. Kuball; second, William Walsh; third, Elmer Friels. Time, 4:10⅗.

Ten mile open, flying start, 30.50 class—Won by Fred Huyck; second, Joe De Salvo; third, Wm. Walsh. Time, 11:23⅘.

Ten mile open, 61 class—Won by Harvey Bernard; second, Fred Huyck; third, Joe De Salvo. Time, 10:02⅗.

Ten mile handicap—Won by Cyrus Wade (2 min.); second, Harvey Bernard (scratch); third, Fred Huyck (scratch). Time, 10.45⅗.

Kenosha Evening News Trophy (10 miles open to Kenosha riders)—Won by Edward Harmer; second, O. W. Kubull; third, Edward Fish. Time, 11:29.

Five mile, stripped stock machines, 61 class—Won by Cyrus Wade; second, Ed. Harmer; third, Harry Benson. Time, 5:53⅗.

Swenson and the Springfield Meet.

Because of malicious rumors circulated as to the reason for his non-appearance at the Springfield meet on May 30, B. A. Swenson, of Providence, R. I., wishes it understood that he never started for the meet on account of threatening weather, as he could not afford to be stalled en route by rain and lose a whole day or more. Having decided not to go he stayed home and accomplished a lot of work on the Eastern District tour to Buffalo, of which he has been appointed tourmaster. The tour leaves Providence July 9.

WHERE BALTIMORE'S SPEED-BRAVES BATTLE.



The track at Electric Park. The picture shows Frederick Tiemayer leading to victory on the last stretch of the three mile novice, at the Maryland Motorcycle Club's Memorial Day races.

Jerseyites Plan $1,000,000 Saucer.

Like Banquo's ghost, the project to give New York City a motordrome apparently will not cease stalking through race track promoters' brains. The latest saucer plan came to light this week with the incorporation of the Metropolitan Speedway Association of Jersey City, N. J., with $1,000,000 capital. The incorporators are A. L. Oliver, Charles E. Collard, Addison Johnson, Frederick Dunham, William Hankeurn, George Paddock, Thomas H. Williams and Henry Runyon. The offices of the company are at 15 Exchange place, Jersey City. The capital stock is divided into 10,000 shares, of $100 each, in blocks of $250,000 preferred and $750,000 common. Among the stated objects of the company are the conduct of motorcycle and bicycle races. While the men interested in the enterprise maintain a reticence regarding their plans, it is understood that the track will be built on the meadows between Jersey City and Newark.

Armstrong Unreels Some Denver Haste.

Taking the ten mile professional in 7:19⅕ Earl Armstrong was again the star at the Tuileries track, Denver, on the 4th inst. He covered one mile in 42⅖ seconds. In the third race, a five mile professional match, H. Good and Armstrong battled for supremacy, Good winning in 3:43⅕. J. Wolters and J. Albright also took part in a five mile race, which the former won. Good won the five mile free-for-all, with Albright second, Armstrong being compelled to retire on account of gasoline shortage. All races were professional. The summary:

Five miles, single cylinder—Won by Wolters; second, D. C. Warren. Time, 4:49.

Ten miles, twins—Won by Earl Armstrong; second, Good; third, Albright. Time, 7:19⅕.

Five miles match, twins—Won by Good; second, Armstrong. Time, 3:43⅕.

Five miles match, twins—Won by Wolters; second, Albright. Time, 3:42⅖.

Five miles free-for-all, twins—Won by Good; second, Albright; Armstrong withdrawn. Time, 3:56.

Miller First in San Antonio Feature.

Lee Miller, on his 7 horsepower Indian twin, captured the 100 mile race of the San Antonio Motorcycle Club on Sunday afternoon, May 28th, covering the distance in an actual running time of 110 minutes. The time taken for the race was 1:49:53.3, which included stops for oil and fuel. This time was particularly good when the fact is taken into consideration that the track was in a comparatively slow condition, being overgrown with weeds and grass. Eight riders started, and all would have finished but for the unfortunate blowing out of a tire on the machine ridden by Miller's closest competitor, A. F. Smith. The latter had been alternating with Miller for the lead all the way, when on the 89th mile the accident happened. Wickwire, on a 4 horsepower Indian, took second place, with Leoloff, on a Minneapolis, third. The summaries:

First race, nine miles, singles—O. Leoloff, Minneapolis, first; Heikens, Thor, second; B. Wickwire, Indian, third. Time, 11:59.1. Six starters.

Second race, nine miles, twins—Derr, Indian, first; Miller, Indian, second; Smith, Indian, out on fourth lap. Time, 9:37.3. Three starters.

Third race, 100 miles, free-for-all, for club members only—Miller, Indian twin, first; B. Wickwire, Indian single, second; Leoloff, Minneapolis single, third. Time, 1:49:53.3. Eight starters.

Woman Tourist to Try a Stunt.

Making a wager with a friend as she was about to step on a train to be whirled East, that she would return to the city on a motorcycle, Miss Catherine Kelley, of Chicago, is about to attempt to cash in on her boast. Riding a 6 horsepower Merkel twin, equipped with Eclipse clutch and Goodrich tires, she will leave Philadelphia, on Sunday, June 18, at 8 a. m., and expects to arrive in New York that night. She will leave Columbus Circle Monday morning and follow the "water level route" through Albany, Syracuse, Buffalo and Cleveland to Chicago. A. G. Chapple, of the Merkel staff, will act as her escort all the way. The fair tourist expects to make Chicago in ten days from Philadelphia. She is said to have taken to motorcycling only two months ago, and already has shown such proficiency and endurance on long, hard runs as to promise well for the success of her rather formidable undertaking. It will be the longest motorcycle ride ever undertaken by a woman in this country.

Hartford Race a Cox Victory.

One motorcycle race was held at the aviation meet at Charter Oak Park, Hartford, Conn., on May 30. It was a five mile free-for-all, and was won by Peter Cox, of New Haven, on a 7 horsepower Indian. Time, 5:35. James Cox, 7 Indian, was second, and M. B. Mann, a local rider on a 6 Merkel, finishing third. The track was in poor shape. The Cox "boys" were prominent in racing a few years ago, but now rarely are seen in competition.

Chairman Thornley permitted the meet, which was to have consisted of three events, to be run without a sanction on the understanding that it would be a closed event. It is open to question whether the Cox brothers are members of the club.

Goerke's Leg is Doing Well.

Walter Goerke, of Brooklyn, N. Y., who sustained a broken leg in the Long Island Motor Parkway motorcycle race on April 2, is able to be about on crutches. The plaster cast has been removed and the leg is knitting nicely. Goerke will go to Greenwood Lake in New Jersey, soon, to recuperate.

Carriers Must Go Slower.

It has become necessary to give the rural carriers using motorcycles out of Princeton, Ill., a slow schedule, as several of them were going so fast the rural patrons could not get to see them to do any postal business.

BURGLAR WINS 15 GOERKE CUPS

Loan Exhibition of Motorcyclist's Silver Trophies Attracts a Jimmy Valentine —Big Cups Saved.

As if a triple fractured leg in his first contest of the year were not enough portion of misfortune for one serving, Walter Goerke, the Broklyn (N. Y.) motorcycle racer, also is bemoaning the loss of 15 handsome cups which formed part of his collection of trophies, representing numerous victories on track and road. It was one of the best sets of cups possessed by any of the motorcycle speed stars, and to think that his loss came about through an act of friendship makes Goerke tear his hair when he thinks of it.

During Goerke's occupation of a cot in a hospital following his accident in the Long Island Parkway road race on April 2, a request came to him from Charles Winges, a motorcycle dealer of Bushwick avenue, Brooklyn, for the loan of some of his cups for a window display. Goerke granted the favor and about 17 of his trophies were sent to Winges' store, where they were arranged in the window and attracted a lot of attention.

A few days after the exhibit had been installed a man drove up to the store in a motor car during Winges' absence, and, professing to be casually interested in the cups, pumped dry the boy in charge of the store as to the ownership of the cups, their probable value and other information. Nothing was thought of the visit of the stranger at the time, but a few nights later the cups disappeared; that is, all but two, which were too large to be crammed in a suit case already well filled with silver. Entrance was effected through the rear of the store.

As soon as the loss was discovered in the morning the police were notified and watch was kept on second hand shops and pawn brokers, but up to the present not a trace of the cups has been found. Goerke has become resigned to his loss, and thinks that by this time his cups have been melted up. He derives a little consolation from the fact that the handsome Lowell road race cup, the best in his collection, was not among those loaned.

Uticans Use Two Hills for Contest.

Using two hills, one for twins and two speeds, and the other for singles, the Utica (N. Y.) Motorcycle Club held a hill climb at Dolgeville, on Suday, 4th inst. J. P. Lang, 7 horsepower Merkel, won the 61 cubic inch class, which was run on Brockett's hill, a rough, crooked and steep half mile slant. His time was 50 seconds. In the 30½ cubic inches class, which was run on Spencer hill, F. J. Bowen, 4 horsepower Merkel, made the fastest time, one minute flat. The two speed class were sent up Brockett's hill, but did not approach the time of the 61 division. The winner of the two-speed class was C. A. Scott, 7 horsepower Pierce. Time, 1:05. One of the features of the contest was the conquering of the savage Brockett hill by L. Cole, on a 4 horsepower Merkel with single gear. Summary:

Sixty-one cubic inch class—Won by J. P. Lang, Merkel; time, 50 seconds; second, J. S. Waterman, Excelsior, 58 seconds; third, F. A. Clyne, Merkel, 1:02.

Thirty and one-half cubic inch class—Won by F. J. Bowen, Merkel; time, 1:00; second, J. S. Waterman, Excelsior, 1:02.

Two-speed class—Won by C. A. Scott, Pierce; time, 1:05; second, W. H. Jones, New Era, 1:26.

DeRosier Riding in English Run.

Jacob DeRosier, having duly arrived on the other side, and in time being ferreted out and interviewed by representatives of the British motorcycle press, made his first appearance in foreign competition in the eighth annual London-Edinburgh club run of the Motor Cycling Club. The contest occupied four days, 2d to 5th, inclusive, but the actual riding time was 22¼ hours. Provision was made for a return section with special awards for those who made the round trip. The approximate distance one way is 400 miles. DeRosier rode a 7 horsepower Indian. Eleven Indians were entered, including three with side cars. Ideal weather prevailed on the day of the start, which occurred at 9 o'clock at night. English motorcyclists have the habit of starting contests at any old hour that strikes their fancy. The riders followed the Great North Road, a trunk road which connects the two cities and is one of the grandest highways in the world.

Williams the Van Guard at Buffalo.

Dike Williams won the secret time run of the Buffalo (N. Y.) Motorcycle Club on May 30. Williams carried as a passenger Miss Sara Van, the only lady member of the club. The course was to Gowanda and the riders were checked at start and finish. The official time was set by Dai H. Lewis, a veteran Buffalo cyclist, and Williams' time most nearly approached the official time. His prize was a $75 speedometer. Seventy-five riders took part, and after the contest they held an impromptu climb on Indian hill.

Cruel Cops Crab Omaha Contest.

Because residents of West Capitol avenue, Omaha, Neb., objected to the conversion of that thoroughfare into a temporary motordrome the motorcycle races scheduled on that course for May 30 were called off, owing to police interference. In the preliminary practice, the riders were doing some Vanderbilt Cup stunts until the police swooped down and collared several of the speed merchants.

ENTER THROUGH A NEEDLE'S EYE

Candidates for Membership in New York's Newest Club Must Conform to Unusual Requirements.

Having for its objects the promotion of pleasure and endurance runs, and the development and strengthening of more helpful and fraternal relations among motorcyclists in general, and riders of Indian machines in particular, the Indian Motorcycle Club, of New York, formally took to the road on Wednesday night, 7th inst. Officers were elected as follows: P. F. Edgar, president; H. F. Bidwell, secretary and treasurer; John W. Brewer, captain. W. F. Stubner was appointed lieutenant, and the following committees were appointed: Examining, J. W. Brewer, Wm. Breen, W. F. Stubner; law, Arthur Wright, Dr. V. Quintin, Wm. Breen; auditing, B. D. Miles, W. H. McKuhn, L. A. Strasburger; house, H F. Bidwell, Robert Buttlar, F. Sobel; press, P. F. Edgar, J. W. Brewer, H. F. Bidwell. The club starts with 24 members, and the membership limit is 25.

Among the qualifications for membership are that the applicant shall ride an Indian motorcycle, and shall not be a member of any other motorcycle club. In adopting a trade name, and restricting its members to riders of one make of machine, it is not the purpose of the organization to claim or have it appear that it considers itself too good to associate with other clubs or riders of other makes of motorcycles, but rather to try and avoid the friction and cliques which invariably are present in clubs open to all makes of motorcycle.

One section of the by-laws provides that members guilty of conduct unbecoming a gentleman, or refusing to give assistance when possible to riders of Indian or other makes of motorcycles, may be expelled from the club. The club will promote no races, but members may participate in races if they so elect. All members must be at least 18 years old, and no professional motorcyclist may become a member. Members disobeying the commanding officer on runs may be fined. Another unusual requirement for membership is that each applicant shall be examined by an examining committee to determine his mechanical ability and his competency to operate a motorcycle. The headquarters of the club are at 2142 Broadway, New York City.

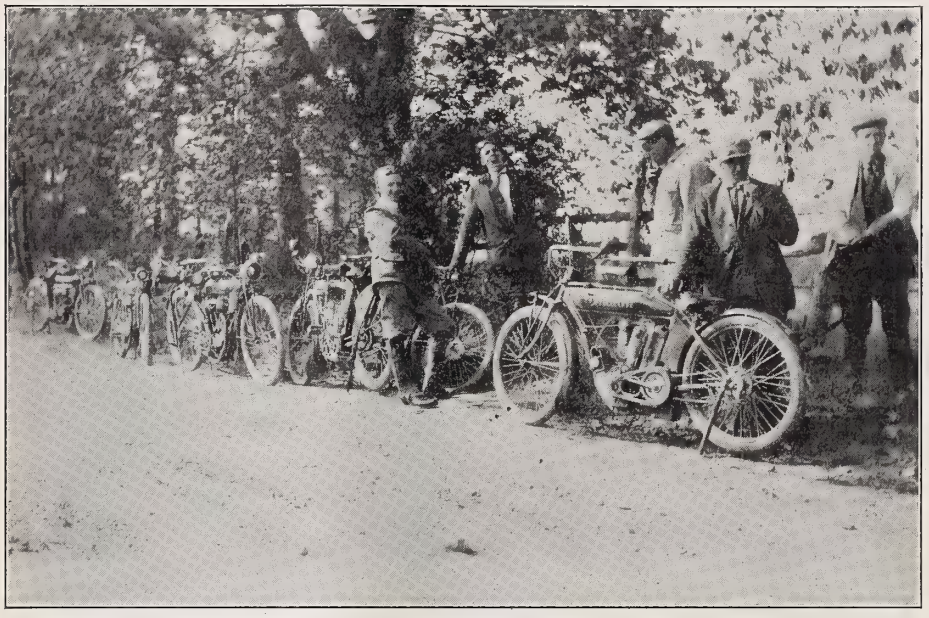
May Brings in 1,152 Members.

According to the report of Secretary G. B. Gibson, of the F. A. M., May was an exceedingly good month for the organization. One thousand one hundred and fifty-two members were received, Ohio leading with 131, and Illinois second with 130. Twenty-nine clubs affiliated, and there were 151 renewals.

HAPHAZARD TRIP TO WATCHUSETT

Tipping Machines, Lost Scouts and a Three-Phase Drouth Help Spice the Excursion—Bucolic Wisdom.

At the suggestion of C. P. Walker, a few of the members of the Providence Motorcycle Club started out recently for a run to Watchusett Mountain, some 20 miles the other side of Worcester from Providence. Everything went easy until Worcester, for the roads from Providence are pretty good, although not the best. But here a few of the machines skidded and tried to do some fancy turns on the wet pavements, necessitating repairing broken pedals and such things. One of the party, who fell in Worcester, repeated the stunt several times, and it seemed impossible for him to stay on his "bucking bronco." He would no more than regain his saddle when "she would tip over again." This was repeated so often that the party finally made the sentence the by-word for the day—so it was, when any one fell—"she tipped over again," and this phrase will long be remembered by the bunch. Before they were many miles out of Worcester all roads began to look alike, with the result that a few got lost. Scouts were sent out for the lost sheep, and then some scouts were missing. The further they went the worse the roads became. All were very dry and parched after hard riding, and when an old fashioned country well was sighted there was some sprinting on the part of the riders. They pumped and pumped and then—pumped some more, but—the well was as dry as the riders. The pump was there: the cup was there; the thirst was there, but the water was missing.



A REST ALONG THE ROAD

At one stage of the journey one of the machines refused to run, and nothing would start it. On examination the cause could not be found. Finally the use of a wrench was requested at a nearby farm house. Motorcycles are not seen in that section every day, and it was not long before quite a crowd of farmers were around inspecting the "dang thing," and offering all kinds of suggestions. After some work and puzzling on the part of the riders for the cause of the difficulty, one of the old countrymen asked if there was kerosene in the can. A wise one! Investigation proved that there was not a drop of fuel in the tank—the machine, too, had run dry!

Did they reach the mountain? Yes. But whether they reached the summit or not has not been definitely reported as yet. The return trip, being down grade, of course was much easier, and on reaching Worcester it was decided to return home by way of Boston. Providence was not sighted until about midnight, when a general and a unanimous vote was for a repetition. A few that started were: C. P. Walker and wife, S. Higgins, E. G. Luther, C. Royhill, A. Carlson and O. Anderson.

Tilting Tourney for Walbrook.

Knights gallant will charge through arches in an old styled country tournament in the morning at the Walbrook (Md.) Fourth of July celebration, but they will not be mounted on charging horses as in the days of old, but on motorcycles. The first prize will be won by the person who spears the most rings riding at a speed of not less than 20 miles an hour. There will be another prize for tandem teams spearing the most rings under the same conditions that will govern the charges of the knights. Still another prize will be given to the gallant who, riding with a lady seated on the handle bars of his cycle, secures the greatest number of rings; only these braves who carry their fair maidens will not be forced to go as fast as 20 miles per hour. The Baltimore Motorcycle Club will be in charge of the tournament, and has promised to have at least 50 riders participate.

Washington State to be Strict.

Secretary of State Howell, of Washington, has announced that he is going to carry on a vigorous campaign for the enforcement of the law requiring automobile and motorcycle owners to register their machines and pay the annual license fee, which is due on June 1st. An effort was made at the last session of the legislature to pass a bill which would regulate the fees according to the size and horsepower of the machines, but this failed to pass.

Spokane to Have Race Meet.

Motorcycle fans of Spokane and surrounding territory are taking great interest in the plans for the race meet to be held at the Coeur d'Alene Racing Association track on July 4th. The feature of the card will be a 100 mile race.



AT THE DISAPPOINTMENT WELL

MOTORCYCLE VS. RAILROAD TRAIN

McDowell Prefers Former for Traveling—Urges Its More General Use—Some "Keep-Clean" Suggestions.

Out of the wealth of his experience as a motorcycle traveler who uses his motorcycle to go from town to town, John McDowell, an Indian representative, is able to give some valuable suggestions to other travelers who may use this means of transportation. McDowell thinks that the motorcycle beats the railroad trains all hollow and believes that the motorcycle salesman should by all means use the motorcycle wherever it is possible.



JOHN McDOWELL, SARTORIALLY READY FOR THE ROAD

"The scheme of having motorcycle representatives tour their districts on their motorcycles is by no means as new as some people seem to think it is," says McDowell. "I have been doing this for years. This is my seventh year at it. I have covered all the New England States with the exception of Maine. Not even the sand dunes of Cape Cod have stumped me. Furthermore, I have ridden through every town on Long Island.

"Of the many easy and hard trips that I have had, perhaps the hardest was that I took last August from Greenfield, Mass., through Shelburne Falls, Charlemont and over to North Adams. The most pleasant trips I have taken were not those over the state or sandpapered roads, but those in the back country roads where nature is seen at its best and the farmer is at work.

"Let me say to those who take up this work for the first time, when approaching a town where they purpose stopping their machine, it is well when they see the spires of the churches to alight and get out the cleaning cloth. Rub the dust off the leggins and shoes so that when the traveler arrives in front of the hotel or reaches the place of his prospective customer, he will create a good impression. A man can keep himself and his machine clean and tidy looking if he will but spend a few minutes in the effort. By making my trips by motorcycle instead of by railroad trains I give pleasure to myself and aid to my customers."

Club House for Houston Club.

Preliminary steps toward the acquisition of a club house have been taken by the Houston (Tex.) Motorcycle Club. It will be a modest but cozy home and will cost in the neighborhood of $800. A committee has been appointed to scout around for a suitable site in the locality of Lynchburg, and when it reports back to the club, definite action toward commencing building operations will be taken. The practice of riding with open mufflers also was frowned on at the last meeting, and a motion passed to the effect that after June 1 all members of the club found guilty of running with open mufflers within the city limits will be fined one dollar for each offense. The club now has 40 active members.

DeLong Best in Outlaw Meet.

In spite of the warning of Chairman Thornley, of the F. A. M. competition committee, there was an unsanctioned motorcycle meet conducted by D. K. DeLong, at the kite track, Chillicothe, O., on May 30. Riders were present from Portsmouth, Yellowbud and Chillicothe, and of course all who competed drew automatic F. A. M. suspension. L. C. Smith, of Portsmouth, was the star, winning four gold watches, a fob and a signet ring, representing six firsts. Walter Gabler, a local rider, captured the "county championship" and Robert Immel, of Yellowbud, won the novice. Those who competed were as follows: L. C. Smith, Portsmouth; Robert Immel, Yellowbud; Starling, of Portsmouth; Walter Gabler, Chillicothe.

Flourishing Club in Oakland.

The Oakland (Cal.) Motorcycle Club was organized about six weeks ago with 24 members. Since that time they have increased their membership to 151, and have had a 285 mile endurance run to Cloverdale and return. They are now planning for a motorcycle lantern parade on June 30th, when they expect to have about 300 riders in line, and on July 2d and 3d will join the San Francisco Motorcycle Club on their 428 mile endurance run to Auburn. On July 9th a number of the members of the Oakland club will take a trip along the coast to Los Angeles and return, a distance of 480 miles each way. Several other novel features are being planned. Such great interest is shown in club affairs and new members are coming in in such numbers that from present indications over 400 names will be enrolled soon.

Motorcycle Touring Club Awarded Shield.

Having offered satisfactory proof to support its claims to having the greatest number of riders of any club represented in the Southampton run of the New York Motorcycle Club, on May 7, the Motorcycle Touring Club of New York, Incorporated, has been awarded the bronze shield offered by the promoting organization to the outside club having the most bona fide members in the run. The winning club had 15 members in the run, beating its nearest competitor by four men.

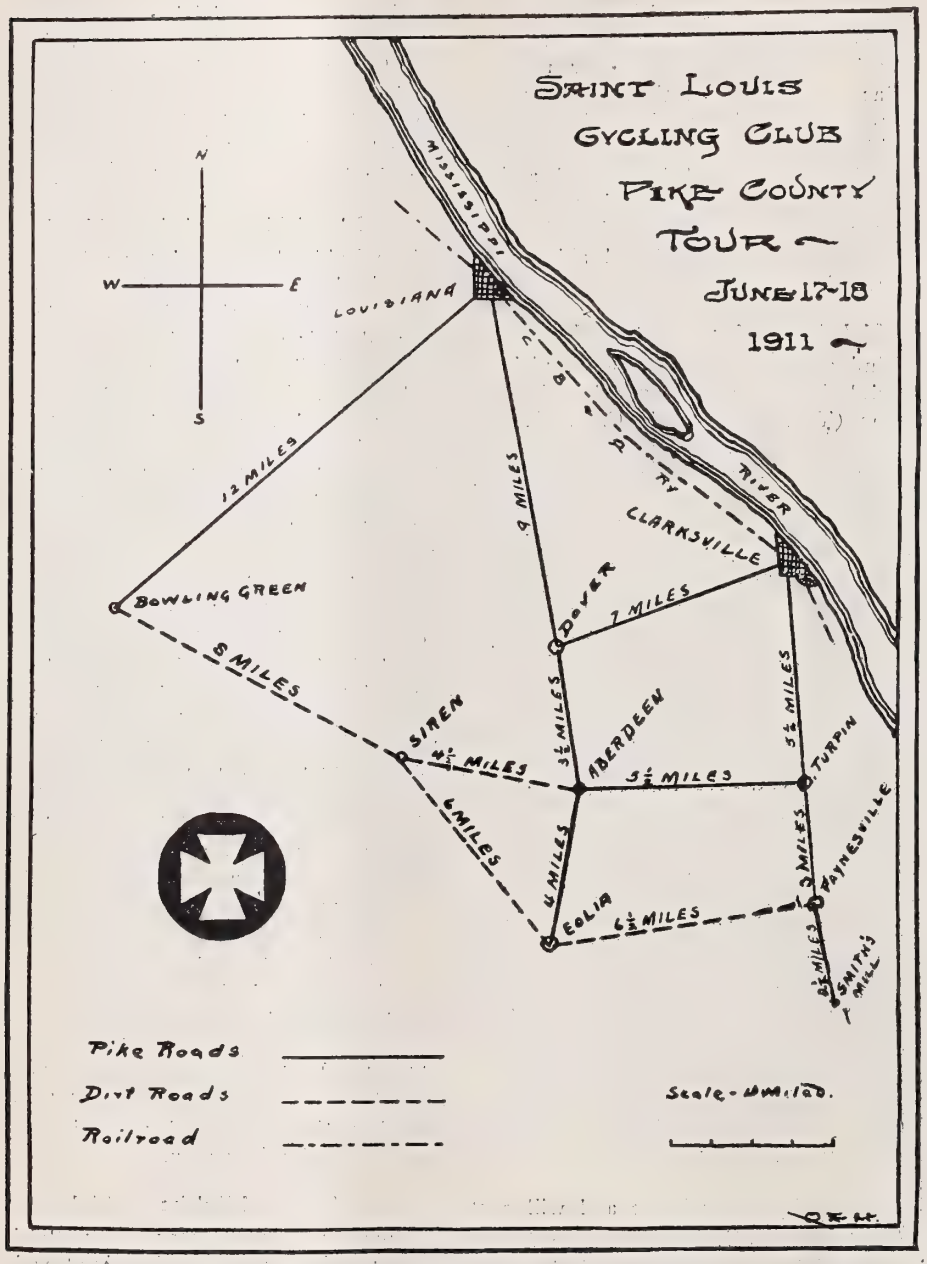
Tours of Baltimore Club.

Now that the races are over, Baltimore motorcyclists have turned their attention to tours, which always meet with the approval of all of the local riders. Capt. W. S. Fisher, of the Baltimore Motorcycle Club, took the members of his team over the boulevard to Washington on Sunday, 4th inst. Bad spots in this course have all been fixed up, and the riders had a fine ride all of the way, with the exception of a couple of miles of ordinary road just beyond Beltsville.

Quick Service with Motorcycles.

The importance of quick service for their patrons is fast becoming recognized by the automobile garages of Chicago. Equipped with a good luggage carrier, the motorcycle is the most economical method of giving satisfactory service. Thor motorcycles are the choice of the Rambler garage of the Windy City. The machines have provision for carrying gasoline, tools and two men, and they have made a big hit with both the owners and patrons.

AN EXCURSION AMONG THE REAL "PIKERS."



Route of the annual St. Louis cycle touring classic in Pike county, Missouri.

Pedaling from Baltimore to the Coast.

Herman Klag and Harry Stueler, representing the Broadway Bicycle Club, of Baltimore, Md., bade adieu to the Monumental City on Sunday, the 4th inst., for many months; that is, if their plans do not miscarry, for they have set out to pedal to San Francisco by way of the northern route across the continent. As a means of support they will sell postcards and do odd jobs while stopping in the towns along the route.

Cycle Division Makes a Hit.

Probably the biggest feature of the West Baltimore (Md.) visiting day celebration, held on Memorial Day, was the night carnival, in which nearly 500 bicycle riders participated. The bicycle brigade, headed by Charles Bokemeyer, the popular West Baltimore dealer, who made this feature of the parade possible, came slowly along, the riders representing all sorts of ridiculous characters. A brass band was at the head of the two wheel brigade, and this section of the parade brought forth rounds of applause from the thousands who turned out to witness the celebration.

Floral Park People Complain.

The officials of Floral Park, L. I., have complained about the bicycles of competitors and spectators when not in use interfering with pedestrians and vehicles on the road, and the language used by some of the competitors and others. The Century Road Club Association has sent out a circular letter to all cycle clubs in the metropolitan district regarding these complaints, and urging all who go to Floral Park, in the interest of the sport, to check their wheels or put them somewhere away from the road, and to be careful about the language used. The Floral Park people are glad to have the races there, but state that if they have any further complaints along the lines mentioned that they will be forced to stop the racing. At future races the C. R. C. A. will have a number of riders to patrol the course, in an endeavor to prevent the Floral Park officials from having further cause of complaint.

Goullet Defeats Kramer at New Haven.

Alfred Goullet won the quarter mile national professional bicycle championship at the Light House track, New Haven, Conn., on Thursday night, 8th inst., beating Kramer by a half length. The same distance separated Kramer and Clarke, while "Battling" Fogler was fourth, losing third by only a few inches. Elmer Collins defeated George Wiley in a ten mile motor-paced race, covering the course in 15:54. The summaries:

One fourth mile, national championship, first semi-final—Clarke, first; Fogler, second; Root, third. Time, 29⅕. Second semi-final—Kramer, first; Goullet, second; Hill, third. Time, 39⅗. Final—Goullet, first; Kramer, second; Clarke, third. Time, 29⅖.

Two mile professional handicap—Saxon William, first (160); Jumbo Wells, second (140); W. S. Mitten, third (140); Palmer, fourth (160); Goullet, fifth (151); Kramer, fifth, (scratch). Time, 3:51⅕.

One mile professional invitation—Eddie Root, first; W. S. Fenn, second; Percy Lawrence, third. Time, 2:38.

One mile novice—F. Guillo, first; Frank Jehan, second.

One mile handicap, amateur—Frank Jehan, first; F: Guillo, second; J. Wilson, third. Time, 2:17⅖.

Two mile open, amateur—Frank Jehan, first; F. Guillo, second; J. Wilson, third. Time, 5:35⅕.

Ten mile motor paced—Elmer Collins, first; George Wiley, second. Time, 15:54.

Collins the Star at Revere Beach.

In a 25 mile motor paced race held at the opening of the Revere cycle track, Boston, Mass., on Decoration Day, Elmer Collins had a lead of a quarter of a mile over George Wiley, of Syracuse, his nearest competitor, at the finish. Ed. Root was a third of a mile behind the winner. Collin's time was 38:58⅘. Alfred Goullet won in straight heats from Willie Fenn in a match pursuit race.

Blatz vs. Andrews for Toronto.

The second bicycle meet of the season for Toronto fans will be held on the night of June 17 next, under the auspices of the Queen City Bicycle Club. The feature of the games will be the meeting of Walter Andrews, the Canadian champion, and Frank Blatz, the American crack, in a couple of match races.

CYCLE ROAD RACE AT SALT LAKE

Forty Finish in the Contest—Records for the Course Broken—Hogan Proves to be the Winner.

Twelve contestants broke the best previous record for the course of the annual Decoration Day bicycle road race from Salt Lake City to Farmington, Utah, a distance of 18 miles, on the 30th ult. The time-clipping of the record breakers ranged from George Cox's two minutes and 28 seconds to 18 seconds over the previous record of 43:59, made five years ago, Cox's time being 41:31. The second time prize went to Jos. Wessman.

R. B. Hogan, with a five minute handicap, won the race in 44:06, F. H. Luke, also five minutes, taking second in 44:12. Of 75 entries, 73 started.

Excellent roads and perfect weather were two of the contributory causes of the record breaking, the only trouble being caused by trespassing automobiles.

The handicaps ranged from one to seven minutes, only six out of the 73 starters being scratch men. The various classes were started off without a hitch, there being 12 separate contingents.

Albert V. Rowe, a one-armed messenger, was a starter with the five minute men. Instead of the regulation handlebar, his machine was equipped with a short crossbar at the top of the steering tube, and he handled his bicycle with the best of control.

There was much jockeying for position among the scratch men, but they gradually strung out. Two accidents, neither of them very serious, were the only things to mar an otherwise successful run. One contestant was disqualified because it was charged that he had been paced by his brother, who is a motorcycle policeman.

A special train, crowded with officials, attendants and cycle fans, paralleled the racers to the finish, the fans cheering on their favorites as the train proceeded. Summary of order of finish, handicap and time follows:

Rider.	Hdcp.	Time.
R. B. Hogan	5	44:06
F. H. Luke	5	44:12
W. Rasmussen	4	43:34
Earl Wright	4	43:36
Ira Lloyd	4	43:40
J. M. Anderson	4	43:41
Clyde Thomas	5	44:42
M. F. Davis	4½	44:13
Oscar Fehr	6	45:44
Richard Wright	6½	46:54
George Meredith	6½	46:58
Henry Stevenson	5½	45:59
Clarence Foulger	3	43:30
W. Bytheway	6	46:30
C. V. Houser	3	43:30
J. O'Dea	6½	47:00
George W. Cox	1	41:31
Arthur E. Fehr	4½	45:02
R. J. Sperry	5½	46:03
Joseph Sannis	3½	44:04
Chas. W. Reed	4	45:09
Ernest Osterloh	6½	47:19
Jack Hendrickson	Disqualified	
Robert A. Austin	2	43:35
Joseph Wessman	Scratch	41:41
E. M. Colvin	Scratch	41:42
Frank Wuhler	Scratch	42:07
Armie Jensen	4½	46:39
E. Brodbeck	1	42:32
D. Mowrey	6	48:40
Frank Plant	6½	49:18
Claude Spencer	3	45:39
Louis Hansen	5½	48:58
Eugene Peterson	6½	49:59
Harry Lovett	7	50:08
Howard Langton	7	50:29
Reuben Wilcox	Scratch	44:11
Harry O'Neil	5½	50:21
Anton Clawson	3½	48:22
Elmer Stowell	4½	49:35

Bleifus the Victor at Wheeling.

Starting third from last in a field of 18, Louis Bleifus won the ten mile bicycle race for boys at Wheeling, W. Va., on May 30. His time was 37 minutes. Bleifus, of course, won the major prize, a $50 Crescent bicycle. Ernest White, the second rider to finish, arrived 1½ minutes after the winner, beating Andrew Reitz, the third man, by 30 seconds. All but four of the starters finished. The race was promoted by H. G. Friedrichs, a local sporting goods dealer, and attracted a large crowd.

Some of the riders displayed good speed and staying powers. Bleifus and White pulled away from the field early and kept the gap open for the remainder of the race. White took the wrong road at one point and lost time retracing his ground. Bleifus, however, had the race well in hand at all times and undoubtedly would have beaten White in the sprint if the latter had not fallen behind. One of the features of the race was the riding of Leo Welshans, who moved up from last to fourth place in the second half of the course.

Those who won prizes and their times in the order of finish were as follows: 1, Louis Bleifus, time, 0:37, Crescent bicycle; 2, Ernest White, 0:33½, silver trophy; 3, Andrew Reitz, 0:39, pair of tires; 4, Leo Welshans, 0:40½, saddle; 5, E. J. Coleman, 0:40¾, racing suit; 6, Roy Welshans, 0:40¼, gloves; 8, John Glitsch, 0:46, pump; 9, Eugene Hoffman, 0:48¼, wrench.

EXPLORE NEW JERSEY ON A SUNDAY TOUR.



C. R. C. A. CYCLISTS AT THE OLD MILL AT ARCOLA

The Eastern Division of the Century Road Club Association had its regular bi-weekly bicycle run on Sunday, June 4th. The start was made from Columbus Circle at 9 a. m., and the riders traveled up Eighth avenue to 111th street, to Manhattan street, and thence to Fort Lee Ferry. Fort Lee hill was successfully conquered by most of the riders, thence across to the Palisades and down to Leonia and Hackensack. Leaving here the riders found the best strip of road of the journey—made of asphalt and winding around the farms for about three miles. The only objection to the road was the heavy traffic made up almost entirely of automobiles and motorcycles. About an hour was spent at Arcola, then a start was made for Paterson, where dinner was served at Codington's. The return trip was started about 4:30 p. m., by way of Hackensack, Little Ferry road to Kelly's hill, into Jersey City, and along the Palisade boulevard to the 42d street ferry.

CURTISS AND HIS HAPPIEST HOUR

Picked Up Unconscious When He Wins Bicycle—Triumph of His Life—Tells of His Victory.

Speed contests on motorcycles and speed contests on aeroplanes have given Glenn Curtiss, the motorcycle and aeroplane designer, many a thrill and many a triumph, but not quite like that he felt in his earliest race, which resulted in what he describes as the happiest hour of his life. His account of it, as given in the New York Times, is as follows:

"The happiest I have ever been? Certainly; I remember it well, although it happened when I was a small kid. I had a job delivering the local newspaper in a country town in New York State, and liked it well enough all except the labor connected with it. Partly as an advertisement and partly to stimulate us newsboys to further exertion, the publisher of the sheet bought a cheap bicycle and announced that the boy who could make the delivery route in the shortest time would become owner of the wheel at the end of the week.

"Of course every newsboy in town was determined to win that bicycle, and excitement ran high. Altogether there were six boys in the final competition and all the others were more familiar with the wheel than myself, for I had never owned one and my only experience had been obtained on 'joy rides' and similar occasions. The knowledge of my unfitness didn't dissuade me in the least from making the attempt to get that wheel. A little girl in our neighborhood owned a decrepit affair which she stabled in our woodshed, and after she had gone to bed at night I used to practice on that wheel in one of the back streets. Fortunately for me, my trial came last, on Saturday afternoon. By that time I had learned to stick on.

"Well, I thought Saturday afternoon would never come, but it did. With my bundle of papers and wearing a pair of new red-topped boots I had procured for the occasion, I started from the Courier office with a big sendoff from the mob that had gathered in the street. Although I was the smallest boy among the contestants, I was the nimblest in any stunt outside of actual labor, and I was so determined to become proprietor of that wheel that I got up a speed that astonished me as much as it did anybody else. The evolutions I went through with were something amazing. I had a fall or two, but I didn't let that discourage me. I lost no time in inspecting the bruises, but mounted again and was off like the wind.

"Still, as I drew near the close of my stunt I feared I had lost. It seemed ages since I had started out, and as I dashed up the street on my return to the office the cheers that greeted me on both sides seemed to me to be cries of derision over my defeat. My heart was in my mouth, or somewhere else where it should not be, but I set my teeth firmly and steered for the office.

"I steered all right, but I didn't stop soon enough. I ran that wheel against the curb with such force that the impact sent me heels over head on to the sidewalk with a jar that seemed to dislodge every rib in my body. One of our compositors, a big Irishman, gathered me up in his arms and I heard him say, 'The poor little deveil's ez dead ez me hat, but he's winner.' I knew no more, but the thrill of joy that ushered me into unconsciousness has never been duplicated in my experience. I wasn't hurt seriously, only badly shaken and in a state of nervous collapse. In half an hour I was well enough to mount my wheel and scud for home.

"Since that day I have passed through some thrilling experiences. As you know, I went into air navigation, and some of my motorcycle records were almost as speedy as the flight of a bullet. My aerial trips have been highly exhilarating, some of them, but I assure you that nothing I have accomplished has ever made me so happy as those words uttered by that big compositor as I was going into dreamland."

N. C. A. Amends Teaming Rules.

Amendments have been made to the rules of the National Cycling Association, as follows:

"Any rider or riders entering into or forming a combination for the division of prize money, or other purposes detrimental to the sport, shall, whether the results of the race show that said combination has been effective or not, be subject to a fine of $25 for each offense, which may be imposed by the referee or by the board of control, in addition to being disqualified from such prize as he or they may win.

"Said riders may also, upon recommendation of the referee, or at the option of the board of control, be suspended indefinitely from further competition.

"Fines imposed under this special rule shall not be available for subsequent competition under the 'penalty race' clause.

"On page 33 of the racing rules the words 'and to eliminate team work and the forming of combinations,' used in the introductory paragraph of the 'special rules to govern professional competition,' are hereby stricken out."

SIXTY RIDERS IN PLAINFIELD 25 MILE HANDICAP.

What is considered the best and most successful bicycle race that Jack Horner has yet promoted, under the auspices of the Plainfield Cycling Club, was that held on Memorial Day, a 25 mile handicap. Over 60 riders started in the race, and a hot pace was kept up for the entire distance. An unusually large and enthusiastic crowd watched the riders. Gifford Jones, a local cycle speedster, won the race after losing his balance on the last turn, and on remounting was so eager to get started that he fell off again. There was a fierce struggle among the leaders when nearing the finish, but Jones pedaled to the front and crossed the tape two wheel lengths ahead of his nearest competitor. The summary and prizes were as follows:

	Riders.		Prizes.	Hdkp.	Time.
1	Gifford Jones, Plainfield		Arrow Racer	5 min.	1:05
2	Alfred Andus, B. V. W. Newark		Reading Standard	5 min.	1:05:15
3	K. Mair, Plainfield		Hartford 80's	6 min.	1:06:30
4	A. B. Dunham, P. C. C.		J. Horner Tires	5 min.	1:05:45
5	Ben Stark, Perth Amboy		Pathfinder Tires	6 min.	1:07
6	E. Mantz, Plainfield		Goodrich 17 Tires	6 min.	1:07:15
7	E. Simon, P. C. C.		Diamond Tires	6 min.	1:07:45
8	Joseph Noe, C. R. C. A.		Thorn Proof Tires	5 min.	1:08
9	C. W. Tomanassin, T. A. C.		Pierce Racing Suit	3 min.	1:04:15
10	Wm. L. Beny, Princess Bay A. A.		Armstrong Palmer Tire	4 min.	1:06:15
11	E. M. Hopewell, E. C. W.	1	Pair Leggins	5 min.	1:08:15
12	George Simon, P. C. C.	1	Eclipse Brake	6 min.	1:09
13	Stanley Carmen, Jamaica	1	New Depart. Coast. Brake	2 min.	1:05
14	J. DeBruyn, A. W., New York	1	Corbin Coaster Brake	2 min.	1:05:15
15	Henry Perry, C. R. C. A.	1	Musselman Coaster Brake	3 min.	1:05:30
16	Walter H. Meyer, Newark	1	Never-out Lamp	3 min.	1:05:45
17	G. A. Knopf, C. R. C. A.	1	Solar Lamp	3 min.	1:06
18	Gus Wohlrab, C. R. C. A.	1	Searchlight Lamp	Scratch	1:03
19	Franklin Fisher, I. A. A., New York	1	Pair Hussey Bars	Scratch	1:03:15
20	Joseph Orlando, E. C. W.	1	Pair Hussey Bars	Scratch	1:03:30
21	T. LaRossa, Brooklyn	1	Fountain Pen	3 min.	1:09
22	Walter Pofhal, B. V. W.	1	Country Chain	3 min.	1:09
23	Willie Drake, Plainfield	1	Oil Lamp	4 min.	1:10
24	Joe Miller, Plainfield	1	Oil Lamp	3 min.	1:09
25	T. Smith, Plainfield	1	Diamond Chain	5 min.	1:11:30
26	H. A. Jaeger, Bayonne	1	Fauber Hanger Complete	4 min.	1:10:30
27	Jesse R. Pike, Brooklyn	1	Pope Saddle	Scratch	1:07:45
28	Willie Simon, Plainfield	1	Persons Special Saddle	7 min.	1:15
29	Otto Sanger	1	Whitney Chain	4 min.	1:14
30	J. A. Stafko, E. C. W.	1	Veeder Cyclometer	5 min.	1:14
31	George Martin, Plainfield	1	Pair Standard Pedals	7 min.	1:19:30

Time Prizes—Columbia Racer, won by Gus Wohlrab; time, 1:03. Second, one pair Palmer tires, Franklin Fischer; time, 1:03:15. Third, one Pierce Racing Suit, Joseph Orlando; time, 1:03:30.

PLAINFIELD CYCLING CLUB'S 25 MILE HANDICAP.



START OF FIVE MINUTE BUNCH



THE TWO MINUTE MEN



FINISH OF FIRST FIVE MEN



LEFT TO RIGHT—ORLANDO-WOHLRAB-JONES

CLARKE FINALLY LANDS A WIN

Defeats Kramer from Scratch in Three Mile Handicap at Newark—Fogler Bests MacFarland.

Coming into his own at last, Jackie Clarke won the three mile handicap—his first win in open competition this season—took second honors in the half mile national championship in a neck-and-neck race with Frank Kramer on the bell lap, and added to his laurels by being the first scratch contestant to win a handicap at the new velodrome at Newark, N. J., on Sunday, 4th inst. Champion Kramer is not worrying, however, for he added to his lead in the championship race by taking the half mile national championship, although he was unplaced in the three mile handicap event.

The same quartet who were in the final of the mile championship the previous week finished the half mile in the same order last Sunday—Kramer, Clarke, Fogler and Goullet. Kramer put it over Goullet in the trial and Fogler in the semi-final, while Clarke beat Goullet and Root in his semi-final, but he had to go some to do it, being in third position on the last lap. He was equal to the task, however, and had half a length on Goullet at the tape.

Goullet led off in the final, Fogler following. Kramer brought up the second division, Clarke using him for his pacemaker. The second lap saw Goullet last, with Kramer and Clarke taking the lead. At the bell lap Clarke and Kramer started fighting it out in grim earnest, with Fogler no mean contender. Clarke nearly took Kramer's measure, but the turn of the stretch proved his undoing. He put up a good fight, and at the line was up to Kramer's handlebars, Fogler pressing him closely by less than a wheel.

The close finish furnished one of the season's most exciting moments.

In the three mile handicap, Clarke held back of Kramer. At the second mile he broke away, got mixed in the field and his case was apparently hopeless. Three laps from the finish Jumbo Wells shook the field and Clarke, by quick work, got out and went after him. On the back stretch of the last lap he jumped ahead, and a glance back showed him Goullet putting on steam. The two raced it out on the stretch, Goullet cashing in second money two lengths in front of Menus Bedell.

Veteran MacFarland's expectations of humbling Joe Fogler in the five mile motor paced match event were doomed to disappointment. Fogler started off in the lead and kept it despite MacFarland's persistent efforts to head him, and the Brooklynite had half a lap to spare at the finish. The two mile invitation professional was annexed by Floyd Krebs, Lawrence second,

Chester Smith continued his performance of side-tracking Frank Blatz, by winning the three mile amateur open. The amateur handicap went to the dusky rider, Earl Adams. The summary:

Quarter mile novice—Won by L. Sayres; second, George Bolker; third, George Polacsy. Time, 0:32⅗.

Half mile national championship, professional—Won by Frank L. Kramer; second, A. J. Clarke; third, Joe Fogler; fourth, Alfred Goullet. Time, 1:20⅕.

Half mile handicap, amateur—Won by Earl Adams (35); second, Chester Smith (10); third, Adam Byerman (35). Time, 0:58⅘.

Two mile invitation, professional—Won by Floyd Krebs; second, Percy Lawrence; third, W. L. Mitten; fourth, Pedlar Palmer; fifth, Jumbo Wells. Time, 4:43⅕.

Five mile motor paced match race, professional, Joseph Fogler, paced by Carl Rudin, vs. Floyd MacFarland, paced by Chas. Turville—Won by Fogler. Time, 7:52⅗.

Five mile open, amateur—Won by Chester Smith; second, Frank Blatz; third, Adam Byerman; fourth, Alvin Loftus. Time, 10:59⅘.

Three mile handicap, professional—Won by A. J. Clarke (scratch); second, Alfred Goullet (25); third, Menus Bedell (150); fourth, Jumbo Wells (140); fifth, Fred Jones (160); sixth, Pedlar Palmer (190). Time, 6:01⅗.

MacFarland Awarded Race After Wrangle.

After a protest had been made by Joe Fogler, who claimed that he was given the signal for the last lap, when he was riding the second last in the five miles open event of the races held at the Revere Beach cycle track, on Monday night, Floyd MacFarland was declared the winner, with Fred Hill second and Percy Lawrence third. Elmer Collins practically walked away with the first place in the ten mile motor paced match against George Wiley. The time was 15:07. Alfred Goullet won the mile professional. Frank Kramer started in this but had to quit on account of a puncture.

Goullet and Wiley at New Haven.

In the opening Chapman circuit cycle race meet in New Haven, Conn., on Thursday night, 1st inst., Alfred Goullet won the five mile professional in 10:27⅗. Kramer retired in the third mile on account of a punctured tire.

The summary:

Half mile handicap, professional—Won by Ernest Jokus; second, Percy Lawrence; third, W. L. Mitten. Time, 0:53⅕.

Five mile open, professional—Won by Alfred Goullet; second, Floyd Macfarland; third, Joseph Fogler. Time, 10:27⅗.

Ten mile motor paced—Won by George Wiley; second, Edward Root; third, Percy Lawrence. Time, 14:56⅗.

LAWSON TOO SUDDEN FOR DROBACH

Shows Old Time Form in French Style Match—Wilcox Takes Motor Paced Event from Halstead.

Upsetting the theories of those who wield the hammer, Iver Lawson won his French style match race from Peter Drobach at the Salt Palace on the 2d inst., and then, just to show it was no fluke, he went out and captured another heat after Drobach had protested the first heat.

Wilcox and Halstead required three heats for their motor paced match race, Halstead running off with the first when Wilcox lost his pace. The other two heats went to Wilcox, he taking the lead in the first lap and holding it to the finish. They started on opposite sides of the track in the third heat, and it was a case of the fastest man all the way, Wilcox proving to be the better speed artist.

In the two mile handicap, professional, Gordon Walker forged to the front on the last lap, relegating Paddy Hehir to second money. Hehir same back in the three-quarter mile pro, leading the whole field from tape to tape.

Meredith, with 110 yards, proved too much for Huey from scratch in the mile amateur handicap, and the latter's ride past all the rest of the field was not sufficient to give him better than second. The summary:

Lawson-Drobach match—Won by Lawson in two straight heats.

Two mile motor paced race—Won by Wilcox over Halstead. Time of heats, 2:50 and 2:51⅘. Third heat, pursuit.

Three-quarter mile open, professional—Won by Hehir; second, Crebs; third, Wright; fourth, Halstead. Time, 1:42⅖.

Two mile professional lap handicap—Won by Walker (25); second, Hehir (scratch); third, Halstead (35); fourth, Wright (75); fifth, Thomas (120). Time, 3:52⅕.

One mile handicap, amateur—Won by Meredith (110); second, Huey (scratch); third, La Belle (60); fourth, Oberg (25). Time, 2:05⅕.

Reinert Runs Away at Reading.

Beating his nearest rival by more than five minutes, G. Reinert won the 18 mile bicycle road race of the Reading (Pa.) High School Wheel Club on May 30. His time was 1:03:45. Earl Fisher finished second. The other finishers in the order of their arrival were: J. H. Kissinger, P. Ancona, T. Wilson, Percy Fritz and George Brossman. The first three to finish were awarded gold, silver and bronze medals. The course was through Shillington, Sinking Spring, Tuckerton and North Reading, where the riders finished on the track.

How the Harley-Davidson Compares with the "Other Fellows"

New Jersey 24 Hour Endurance Contest

39 Starters—24 Perfect Scores

7 Harley - Davidsons Started
7 Harley - Davidsons Perfect

Harley-Davidsons . 100% Perfect
Average of the 9 other makes 53% Perfect

Cleveland Three Day Endurance Contest

44 Starters—32 Perfect Scores

6 Harley - Davidsons Started
6 Harley - Davidsons Perfect

Harley-Davidsons . 100% Perfect
Average of the 11 other makes 68% Perfect

Here is overwhelming evidence of the efficiency of the Harley-Davidson machine.

Just think of it, thirteen single cylinder Harley-Davidson machines, covering an aggregate distance of 5230 miles, competing against twenty-one double cylinders, two four cylinders and forty-seven single cylinder machines of other makes, and

Not One Harley-Davidson Failed

Can anyone ask for stronger proof of motor or transmission efficiency? Is it any wonder that there are more single cylinder Harley-Davidsons sold every day than any one model of any other manufacturer?

Harley-Davidson Motor Company

778 L Street **Milwaukee, Wis.**

The Pike County Tour

AN ARGUMENT FOR THE BICYCLE.

By CHAS. L. BARR,
Treasurer of the St. Louis Cycling Club.

On June 17th and 18th the St. Louis Cycling Club will hold its 24th annual Pike County tour. In the heyday of "fad" bicycling there may have been a more numerous outpouring of bicyclists on this tour, but never in cycling history have the indications been so great for such a large individual club gathering for the event. Nearly 100 members of the famous pioneer club have signified their intention of participating. The moonlight ride up the "Father of Waters" on the old river steamer Dubuque, the disembarking in the morning at sunrise, and the subsequent touring of the beautiful pike roads of Pike county, render an attraction hard to resist for both the old and young riders. Dinner on Sunday at Bowling Green is something that is always long remembered. This home of Champ Clark, the famous speaker of the House of Representatives, is situated in the heart of Pike county and in the midst of the richest and most prosperous part of Missouri. From this county originated the Missourian responsible for that saying, "Show Me!"

When one individual club in the wild and woolly West can make such a showing of "touring riders," who can have the heart to say, "Bicycling is a thing of the past"? In the past six years the St. Louis Cycling Club has increased its membership 400 per cent., and now has an active membership of 100—with a waiting list! The Saturday afternoon runs have become so largely attended that accommodations for lodging over night cannot be had except by splitting up into two squads. This large increase is not due to a desire for racing or "hotfooting," but to the fact that the St. Louis Cycling Club promotes tours and encourages road riding above all other things. The bank clerks, the railroad clerks, the school teachers, the printers, the mechanics, the business men, are all rapidly coming to the conclusion that bicycling, above all other sports and exercises, fills the long needed want of outdoor training, fresh air and change from office atmosphere.

One of the numerous remarks that are made to our members is—"Why don't you ride a motorcycle"? "Why do you want to work your head off pedaling a bicycle when you can make 40 or 50 miles an hour on a motorcycle without any exertion"? This is a question that is not hard to answer for the writer, but it is hard to answer the query so as to make the questioner understand why 100 persons, half of whom can easily afford the purchase of a motorcycle, would rather pedal a bicycle.

Firstly—Bicycling is a physical exercise, and the distance and speed that is attained is obtained through personal physical exertion. That which one works for the hardest is the most appreciated.

Secondly—It has been my experience that goodfellowship is much more easily kept up in a bicycle club than in a motor club. There is not that "speed mania" to contend with, nor is there that undercurrent of ill will due to the fact that "my" motorcycle is faster than "yours."

Thirdly—I have yet to see the motorcycle that can reach the points over various conditions of roads that a bicycle can. Yes, there are individual cases where motorcycles have made record breaking runs over bad roads, but how many motorcyclists out of the thousands who ride can do what these individual persons have done? I know of one road in Missouri over which ten members of this club rode 100 miles in one day's actual riding time on bicycles. On one stretch of ten miles of this road we crossed a creek 17 different times, and the depth of the creek varied from ankle deep to waist deep, and the width from ten feet to 100 feet. The bicycle riders merely shouldered their wheels and waded. Can you figure where your motorcyclists would be? Can you figure a motorcycle, or rather ten of them, making 100 miles in one day over roads of this description? Mind you, the ten bicyclists enjoyed the trip and considered it a huge lark!

The St. Louis Cycling Club does not bar motorcyclists from its roster, but rather encourages them, but it is a peculiar fact, hard to realize, that instead of the motorcycling members influencing the bicycle riders to buy motors, just the opposite is the case. The motorcyclists come back to the "bike."

The writer does not intend this as a knock against motorcycles, but as a defense against the cry, "Bicycling is a dead game"! I have ridden a motorcycle and realize its possibilities, but until the United States is made one vast parkway of beautiful roads, I am afraid that the "silent steed" will be the only steed for me. Where one can get a foothold, there also can go the bicycle.

Bicyclists, rally to the call! "We are not dead," to use an old Missouri phrase, "not by a jugful"! I notice in the last issue of the Bicycling World that the Century Road Club of America has an "easy going" squad. Good work! Keep it up! That is the method we have built our club up with and we have gotten the results! Let's hear from someone else.

Prominent German Cyclist Killed.

Theile, one of the most prominent bicycle riders of Germany, and the winner of the last Golden Wheel, the leading cycle event of that country, was killed at the international races in Berlin on Sunday, June 4th, while pacemaking on a motorcycle. Theile expected to enter in the next six day race in New York.

DROBACH SCORES AT SALT PALACE

Captures Feature Number at Opening Meet —Wilcox Defeats Him Behind Motors, However—Hehir Wins.

Boston's "comer," Peter Drobach, carried off the honors and something more substantial in the feature race of the opening of the bicycle racing season at the Salt Palace saucer track on the 30th ult. The event in which he starred was the Bicycle Supply Handicap.

Hehir, Lawson and Walker from scratch soon overtook the handicap men with the exception of Drobach (15 yards), and Halstead (90 yards). Drobach skilfully steered out of what promised to be a general mix-up when Carslake's chain snapped, the resulting spill bringing Thomas, Crebs, Wilcox and Diefenbacher to downfall. Lawson sprinted too early, with the result that the Bostonian still had his stamina when the former was all in. Halstead gave Drobach a hot race, and made a very close second after fighting it out to the limit on the bell lap.

McCormack paced Wilcox to victory in the five mile motor paced match race, Wilcox lapping Drobach twice, owing to the latter's inability to hold his pace in the hard sprinting.

The Smertz brothers shared victory in the two amateur events. O. Smertz won the two mile open lap race in a tight finish over his brother and James Huey. Another close finish was furnished by the one mile handicap amateur in which C. Smertz brought disappointment to Huey by taking first from under Huey's nose.

Paddy Hehir took a fall out of Lawson in the half mile open professional, Walker walking in third.

The summary:

Half mile open, professional—Won by P. O'S. Hehir; second, Iver Lawson; third, G. Walker; fourth, H. Wilcox. Time, 0:58⅕.

One mile handicap, amateur—Won by C. Smertz (35); second, Jas Huey (scratch); third, George Meredith (100); fourth, E. Wright (80). Time, 2:08.

One mile novice race—Won by C. Spencer; second, H. Kramer. Time, 2:53.

Two mile open lap race, amateur—Won by O. Smertz; second, Jas. Huey; third, C. Smertz; fourth, C. A. Rodburg. Time, 4:14⅖. Laps—M. Thompson, 7; R. Brazier, 4; J. Oberg, 3; O. Smertz, 1.

Bicycle Supply Company handicap, two mile, professional—Won by Peter Drobach (15); second, A. Halstead (90); third, P. O'S. Hehir (scratch); fourth, Gordon Walker (scratch); fifth, Iver Lawson (scratch). Time, 3:58⅗.

Five mile motor paced match race—Won by H. Wilcox; second, Peter Drobach. Time, 7:37.

The right thing in the right place.

THIS handsome little device in the rear wheel has done more to bring back cycling than anything else. It alone gives the rider absolute control of his machine, halves his pedalling exertion and takes all of the hard work out of cycling. It doubles the pleasure of riding, to business or for recreation. It makes all hills safe, all roads free from danger and all distances seem short.

It is easily sold because it is guaranteed and has behind it the recommendation of three million satisfied users.

The New Departure Manufacturing Co.

BRISTOL, CONN.

Coaster Brake Licensors



"BICYCLE BOYS" IN FLOWER CARNIVAL PARADE.



The wheels of the bicycles ridden by the boys in the flower carnival parade at Canon City, Col., recently, were covered with poinsettias, and the riders wore red neckties and caps.

Special Prizes in N. E. W. Marathon.

Several special prizes will be offered by the New England Wheelmen, of New York City, for their Marathon bicycle road race, the date of which will be announced as soon as arrangements are completed. Aside from the regular prize list there will be awards for the oldest married man, oldest letter carrier, youngest messenger boy, to the rider breaking the Marathon record of 1:11:33⅗ made by Percy Lawrence in 1909, for the first rider to finish who resides 25 miles or more outside of New York City. There is a string attached to these prizes, however, for the riders eligible to win them must finish in the first 15. There will be a prize for the oldest man finishing, irrespective of time and place, and three special prizes for members finishing outside the regular prize list. Such prizes were a feature of a previous Marathon.

"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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154 NASSAU STREET, NEW YORK

GRINNELL GLOVES
Are Best for Motorcyclists

They are decidedly classy; keep out all dust; are so soft that delicate adjustments can be made with them on; when soiled are washable; wear like steel.

The "Rist-Fit" allows the gloves to be drawn snugly at the wrist, keeping the gauntlet from sagging down over hands. The ventilated back keeps the hands cool in hottest weather. See Grinnell Gloves at your dealer's. If he doesn't handle them write for pair on approval. Send for samples of leather and illustrated booklet.

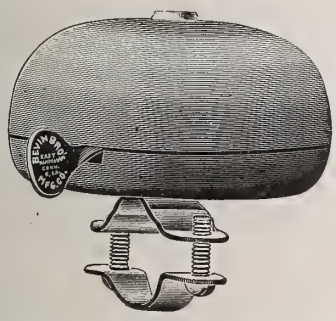
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Bevin Bells



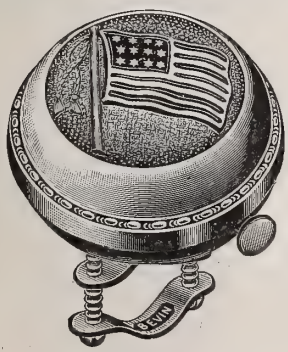
Here is a Bevin



and Another Bevin



Likewise a Bevin



Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

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Easthampton, Conn.

Cycle News from Australia.

In a recent letter from George R. Broadbent, of Melbourne, Australia, he says:

"Path racing throughout Australia continues at a low ebb. In Victoria there are two factions fighting for supremacy—the old League of Wheelmen and the Victorian Cyclist Union. The meetings held last season were few and comparatively indifferently supported. The Victorian Cyclist Union has held, and is still holding, track and road races, the program just issued being for 50 and 100 mile road races to take place in July and September, respectively. These events were inaugurated last year. Other events to take place during the winter are the Cycle Traders' 100 miles, the Dunlop Warrnambool-to-Melbourne 165 miles, and the several test races in the various states in connection with the latter event, these tests ranging from 100 to 130 miles.

"Respecting the trade in the Commonwealth, it can be said to have been good all through the summer and fall, because the weather has been remarkably mild. Add to that a beautiful long autumn, plenteous rains and general prosperity—all of which has tended to good business, in which the cycle trade participated. Wheels in greatest demand, in fact 90 per cent. of those sold here, are those built with B. S. A. parts. Imported complete machines, of American and British make, have thus but a limited market."

Canadians Visit Newark Saucer.

Robert Falconer, president of the Canadian Wheelmen's Association, and G. L. Mackay, chairman of the Dominion racing board of the same association, were visitors at the Newark saucer on Decoration Day. They attended the races there for the purpose of getting new ideas for the Canadian circuit, and, judging by their remarks since they returned to Toronto, they got what they went after. Both were much impressed by the manner in which the officials handled the riders. It is their determination now to make the officials at Canadian meets be more businesslike and strict. The "repechage" handicap was a novelty to them, and will be attempted at an early date. It is said that the Canadian visitors secured the promises of several of the crack Newark men to appear in Canada during the summer.

New Cycle Club for Yonkers.

Yonkers, N. Y., has a new cycle club that wants entry blanks of all neighboring race meets or road events where its members are eligible. The club is composed of members of the Yonkers Y. M. C. A. It will hold a 20 mile novice road race in the near future, details of which may be obtained from James Coote, in care of the Yonkers Young Men's Christian Association, Main street, Yonkers, N. Y. The club is made up of "live ones" and will boost cycling in Yonkers.

Kelly-Racine Tires

For Motorcycles and Bicycles

are now being made in our new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.

We shall produce 1,500 motorcycle tires and 3,000 bicycle tires per day, together with 1,200 inner tubes, a full line of tire sundries and a line of automobile, motor truck and carriage tires. Each tire, too, will have years of "know how" in it. Get acquainted with us promptly, as our earliest customers will have reason to rejoice.

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Sparking Efficiency at All Speeds

VIBRATORS are positive in their action. Iridio-platinum points cannot stick, are large in cross section, will not pit and are easily adjusted.

The windings and insulation are by our own specifications and tests have proved them correct.

Avoid the many defects inherent with most ignition systems, and equip your motorcycle with a Pittsfield Coil. It never fails.



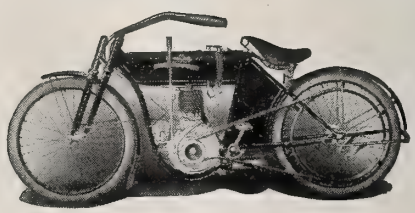
Write for Catalogue on Coils and Jewel Mica Spark Plugs that will not break.

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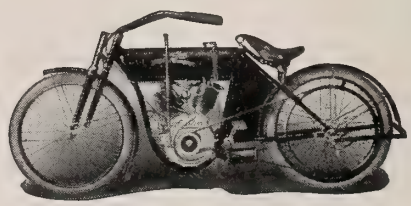
If you ride or handle the Emblem, you are behind the Emblem and the Emblem is behind you. If you don't, you are pretty sure to be behind the Emblem, but in a different and unpleasant sense. Why not be "Emblematic"? We're friendly.



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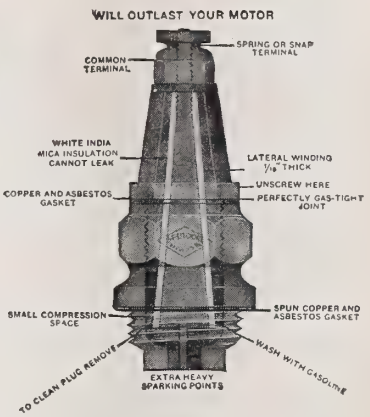
DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

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Win Every Event in Two Race Meets



At the Atlanta, Ga. Meet, May 20, and at the San Francisco Meet, May 21, every winner was equipped with

Splitdorf Motorcycle Plugs

the Plugs that are made expressly for motorcycles. There is nothing so quickly convincing of the superiority of SPLITDORF Plugs as the continuous SPLITDORF victories, both here and abroad. The leading riders know they are the best.

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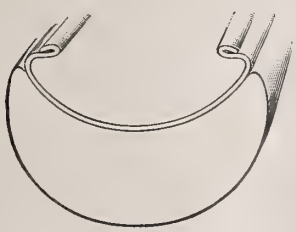
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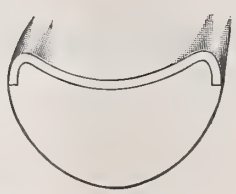
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Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



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Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

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This is NEVERLEAK Season

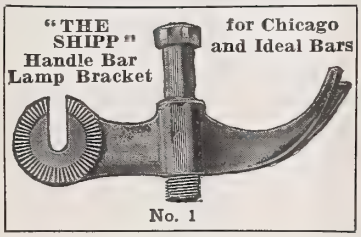
Are You Ready?

No bicycle kit and no bicycle repair shop is complete without NEVERLEAK, the wonderful TIRE FLUID that heals punctures without the rider having to dismount.

There's big money in NEVERLEAK for you—especially in the "TIP TOP" offer, which means a lower price to you, and twice the usual number of certificates.

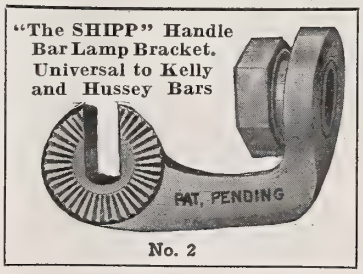
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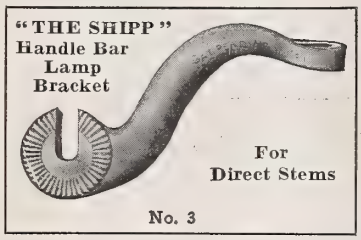
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Order Through Your Jobber

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The MUSSELMAN Air-Cooled Motor Brake

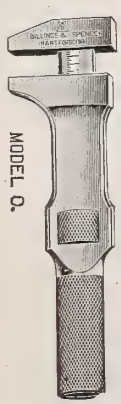
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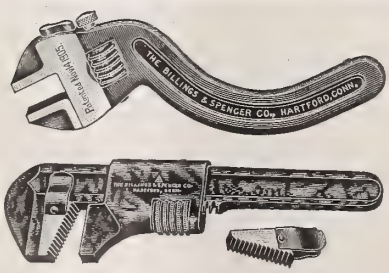
Runs as free and easy as an ordinary hub. Costs no more than the other kind. Send for full description.

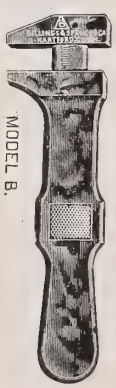
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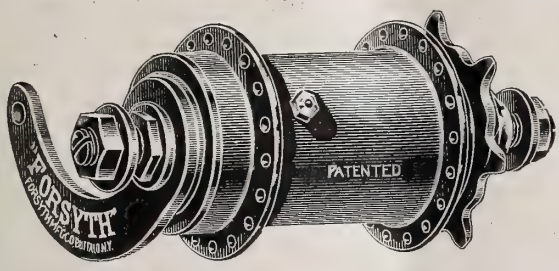
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Made to stand up and do stand up.

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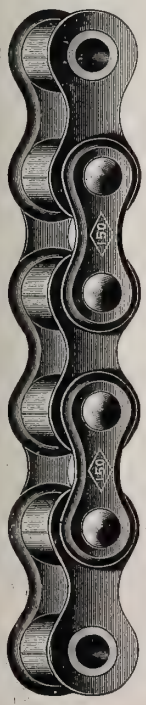
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Diamond Roller Chain



makes the best chain drive for motorcycles that money can buy—stands a pull of 2500 pounds, so you know you're safe. The roller construction keeps friction down and the specially hardened nickel steel rivet makes the wear next to nothing. We've other types for starting chains.

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LAMP

Burns Gas—Makes Own Gas
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Now is the time to get that lamp for your wheel. Riding nights are here, and you'll want a powerful, brilliant lamp—and you'll want it more than any other part of your equipment.

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MOTORCYCLE TIRES AT HALF PRICE

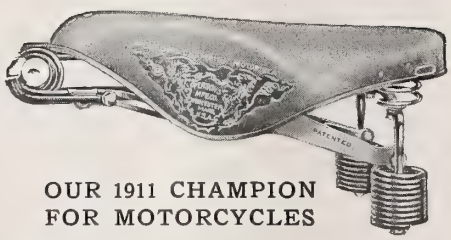
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PRICES — Single or Double Clincher
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26 x 2¼	$5.25	28 x 2¼	$6.25
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OUR 1911 CHAMPION
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Don't Accept A Cheap Substitute for a PERSONS SADDLE for BICYCLE OR MOTORCYCLE

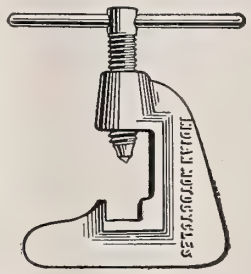
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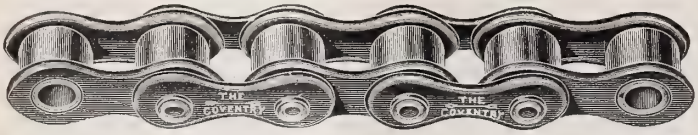
It is the Renold chain tool, originated by Hans Renold, maker of the famous Renold chains. It takes the standard ⅝-inch chain, and is amply strong for the powerful action that it brings to bear in removing or replacing a link, either on the road or in the shop. Price 75 cents.

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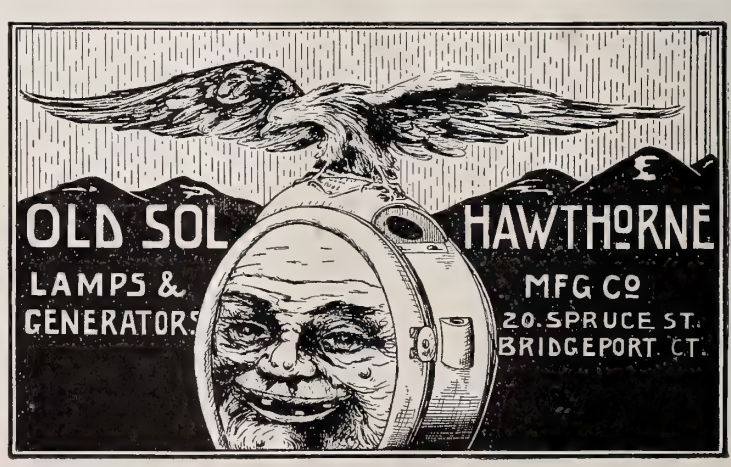


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The KELLY ADJUSTABLE HANDLE BAR

"The Handle that Handles Handily."



Permits those changes of position that best suit the need or mood of the rider.

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The New England Racer Price $55

A WINNER

Fast Strong
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The Only Bicycle in the World Built for Sprint RACING on Small Board Tracks.

Three Reasons Why

First. It brings the rear wheel four inches closer to the hanger, bringing more weight on the rear wheel, and relieves the strain from the front wheel and forks. This will be appreciated by all track riders, as it is a well established fact that in order to acquire any great amount of speed on tracks with sharp turns, it is essential to have all possible weight of the rider on the rear wheel.

Second. The **New England Racer** uses from 14 to 19 inches less chain than the average racing models. This is a big factor in racing, as a long chain is bound to swerve, and if not kept tight will jump the sprockets or catch on the top of a tooth and break. This is a frequent occurrence on board tracks. On the **New England Racer** the chain can be adjusted as loose as the rider desires without the least danger of jumping the sprockets or breaking.

Third. The rear stays being much shorter, are stronger, and will prevent the sprockets from pulling out of alignment with each other under great strain.

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N.S.U. SPRING FRAME TWO SPEEDS

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MAKERS OF THE

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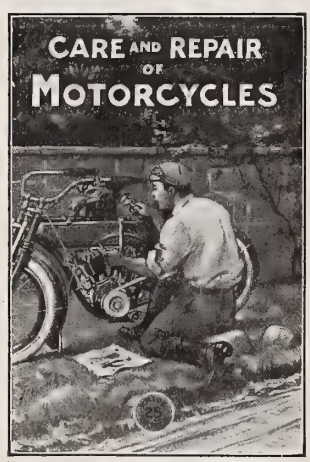
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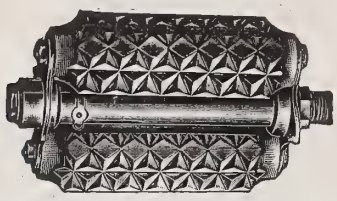
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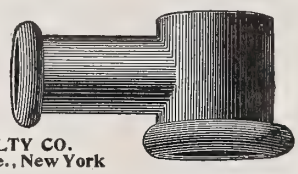
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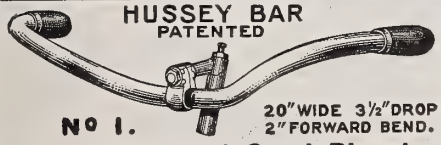
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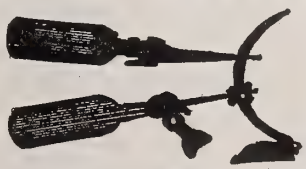
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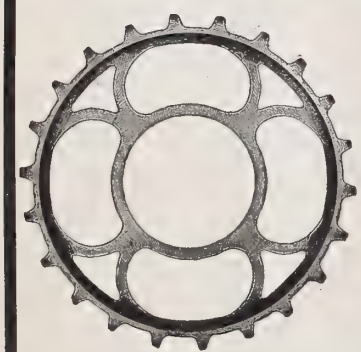
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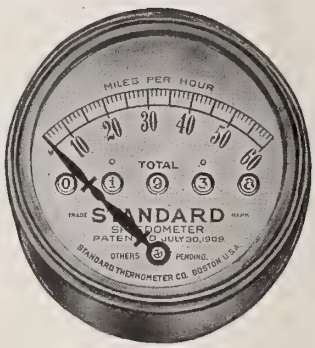
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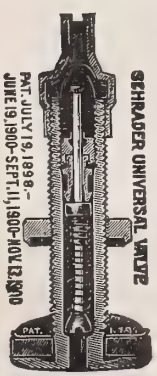
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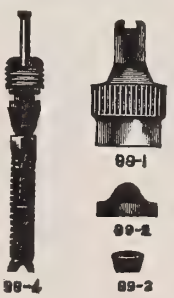
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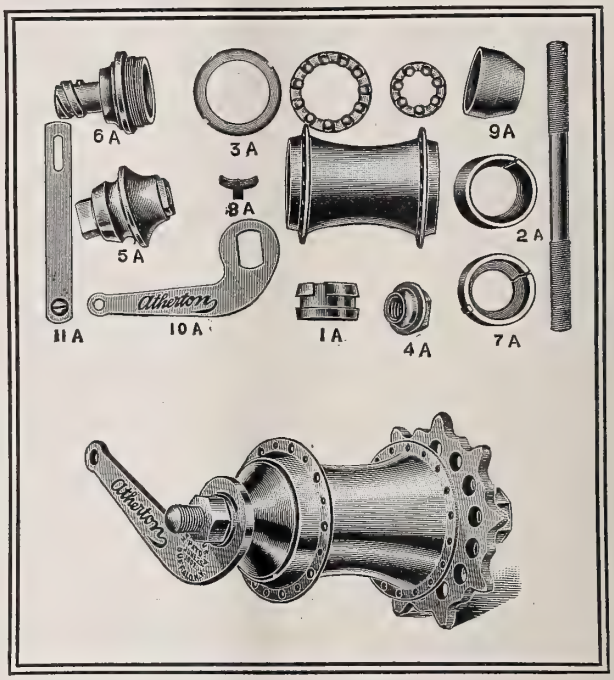
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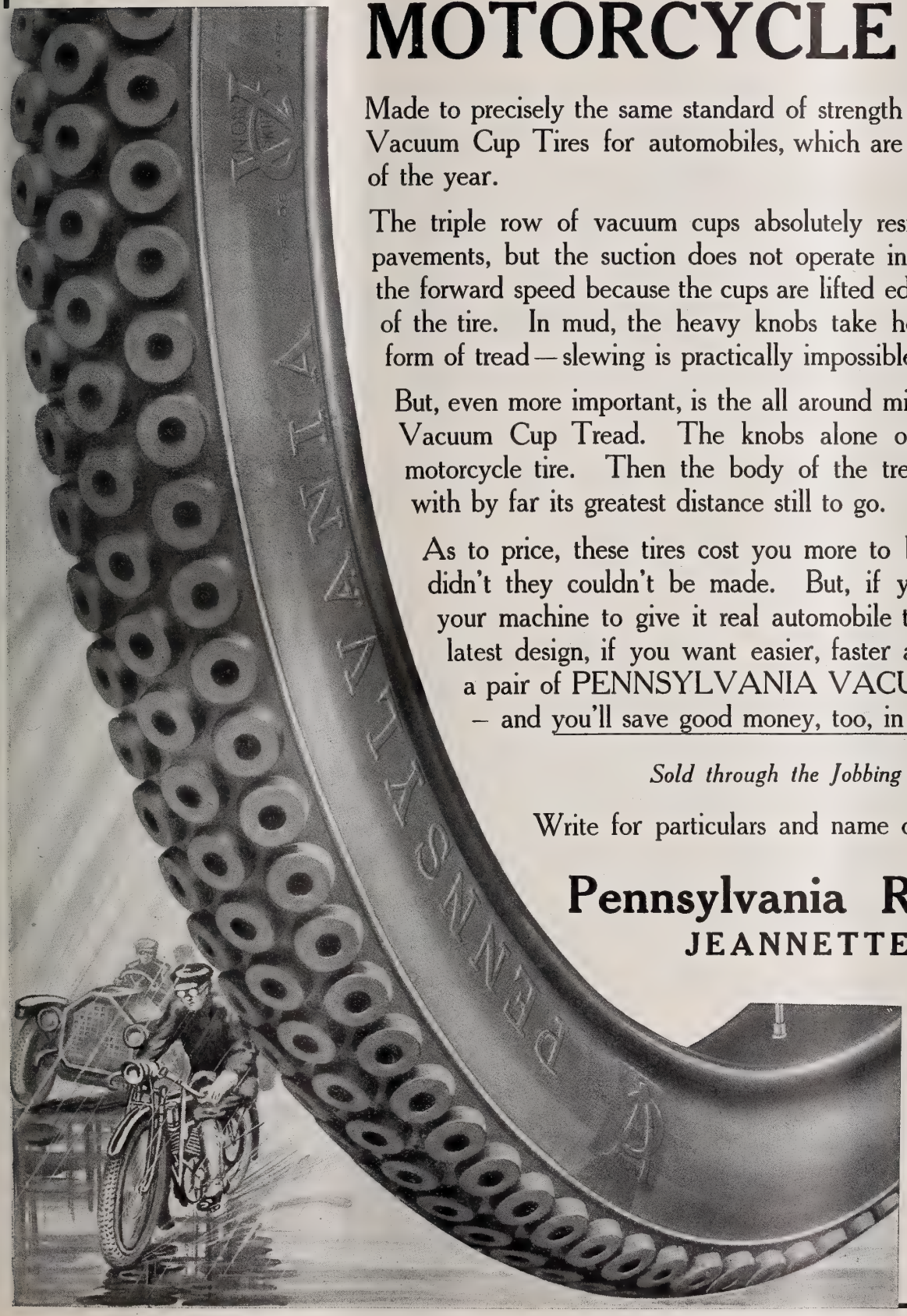
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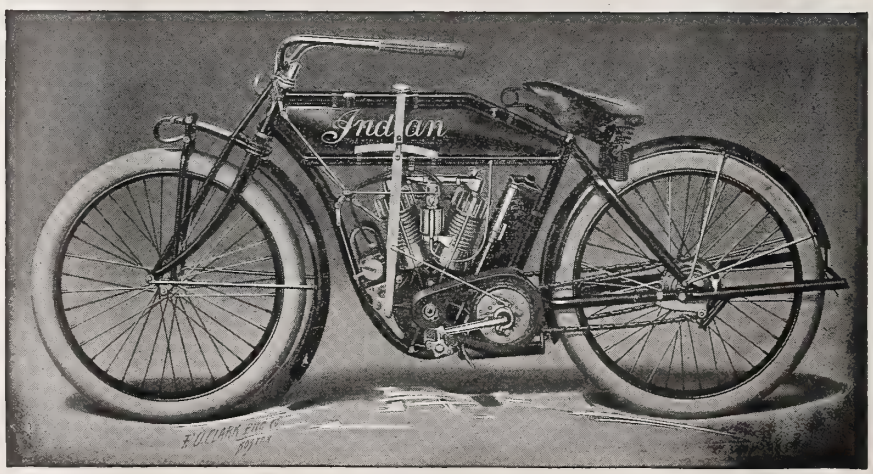
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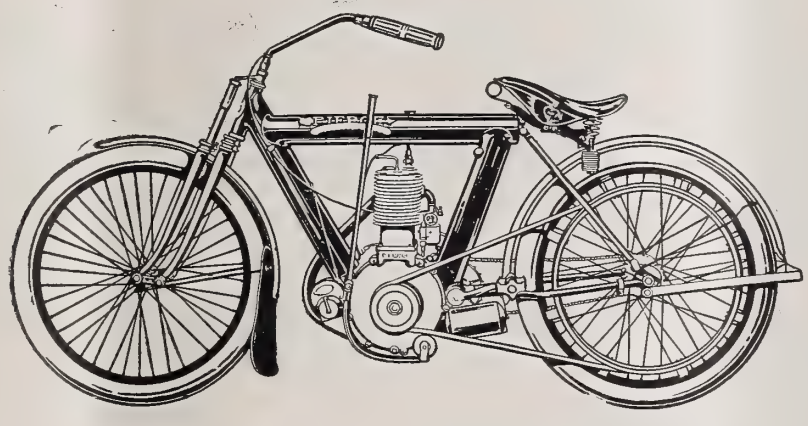
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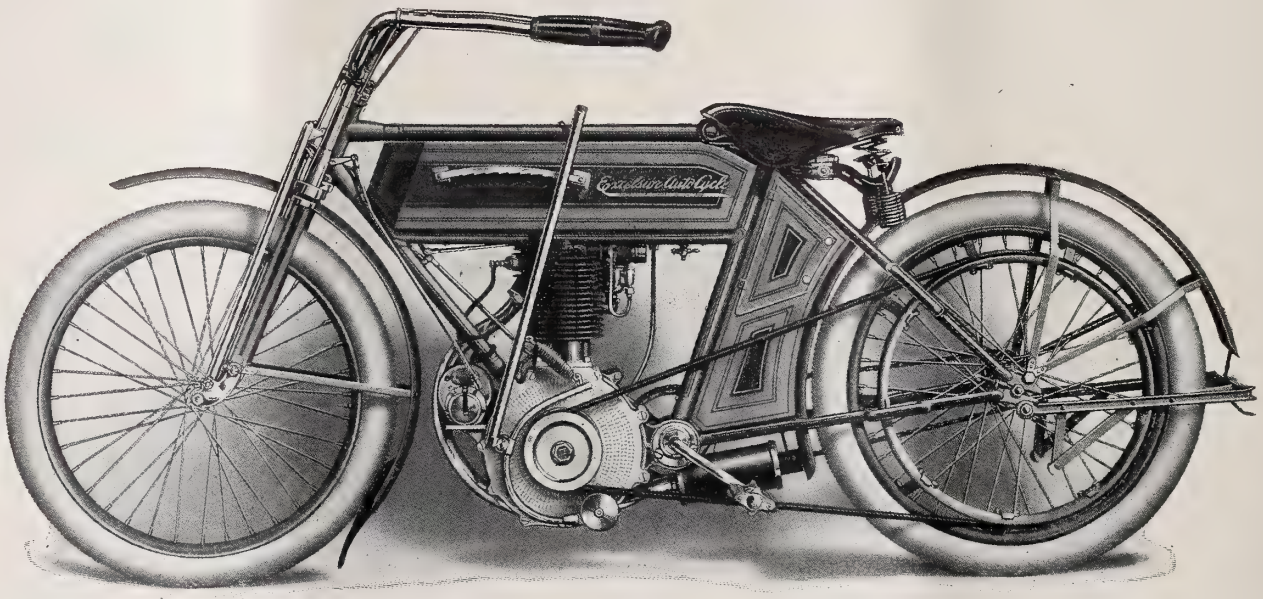
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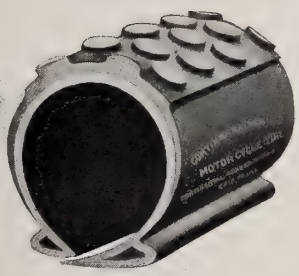
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For the National Meet, July 9-15

afford every motorcyclist a splendid opportunity to participate in a pleasant outing.

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Anti-Slip Tread

as equipment on your machine will satisfactorily solve the tire problem and relieve you of any unnecessary expense or worry.

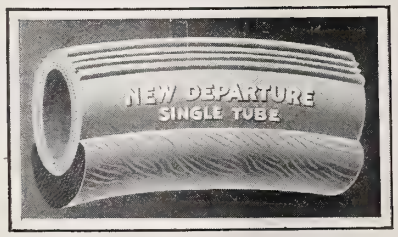
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There are Saddles and Saddles
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the original and only genuine compound-spring saddle is the
BROOKS

—And its merits?

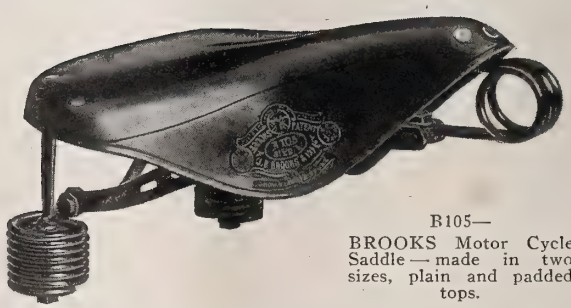
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Because, the perfect compensating action of the BROOKS Spring—the spring which entirely absorbs vibration within itself—ensures also an absolute immunity from bounce—

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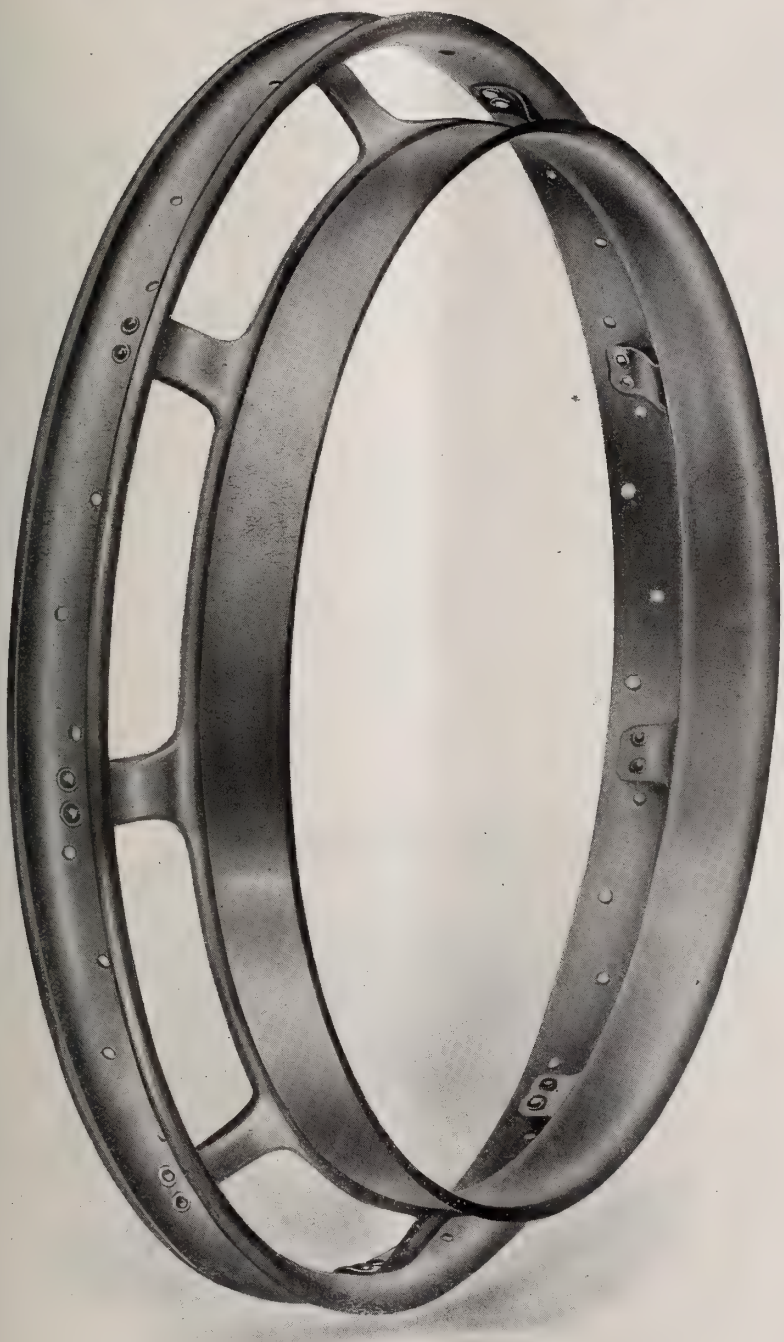
B105—
BROOKS Motor Cycle Saddle—made in two sizes, plain and padded tops.

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENG.

Stepney

Unit Tire Rim and One-Piece Belt Pulley

For Flat or "V" Belt



One-piece design, covered by recent patents, is one of the two features of the STEPNEY belt pulley, for either "V" or flat belt drive. The other feature is the use of special gauge steel that meets the strength requirements of high power transmission.

This one-piece belt pulley and the road wheel rim are supplied joined together as one unit, saving considerable work and expense in centering and assembling.

Motorcycle manufacturers have but to express an interest and we will express samples. Our work has been highly complimented by the motorcycle manufacturers whom we already are supplying.

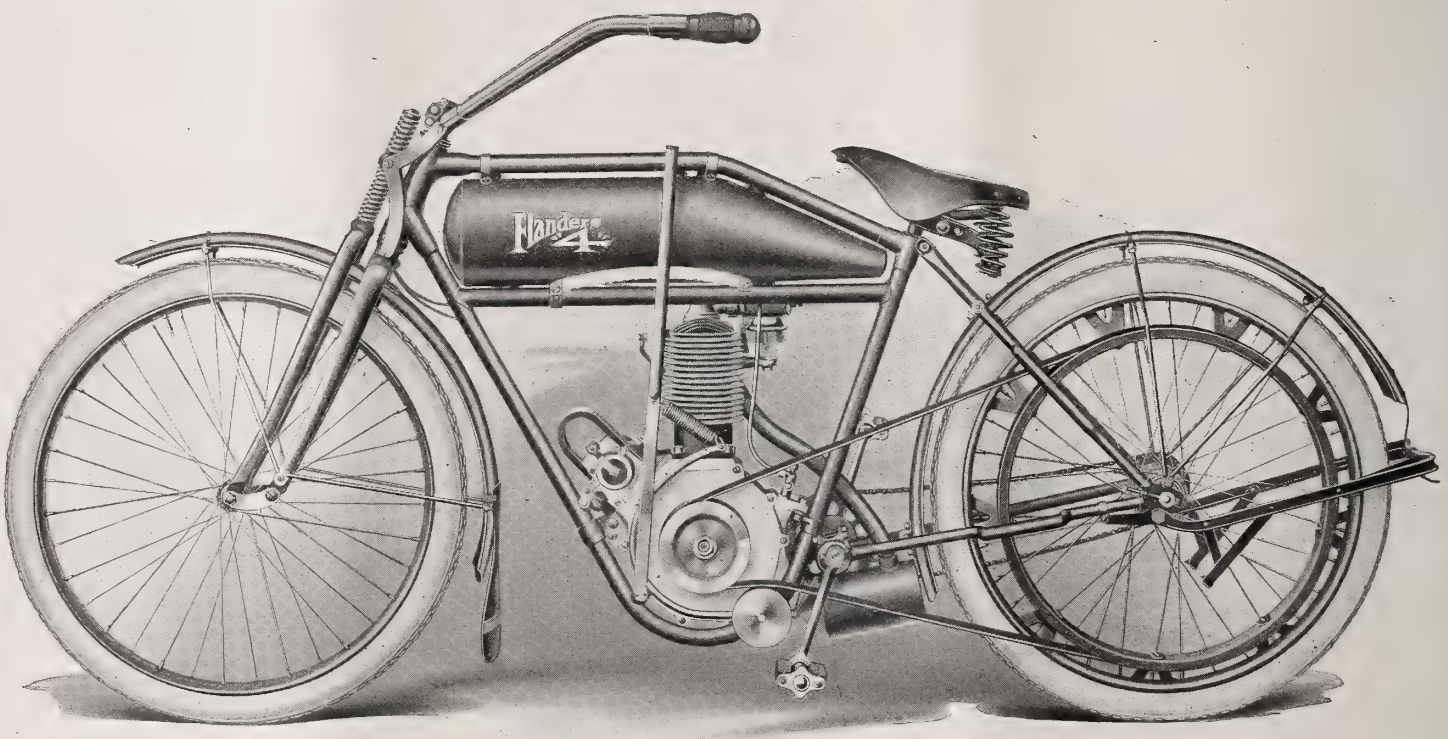
BICYCLE RIMS, BELT GUARDS, MUD GUARDS
and other similar parts and equipment are included in our output.

AMERICAN STEPNEY COMPANY, Inc.

1780-2 Broadway, New York City

On the opposite page are shown the two enormous plants where the Flanders "4" Motorcycle is manufactured.

These combined, constitute the largest motorcycle factory in the world. Capacity 50,000 motorcycles per year.

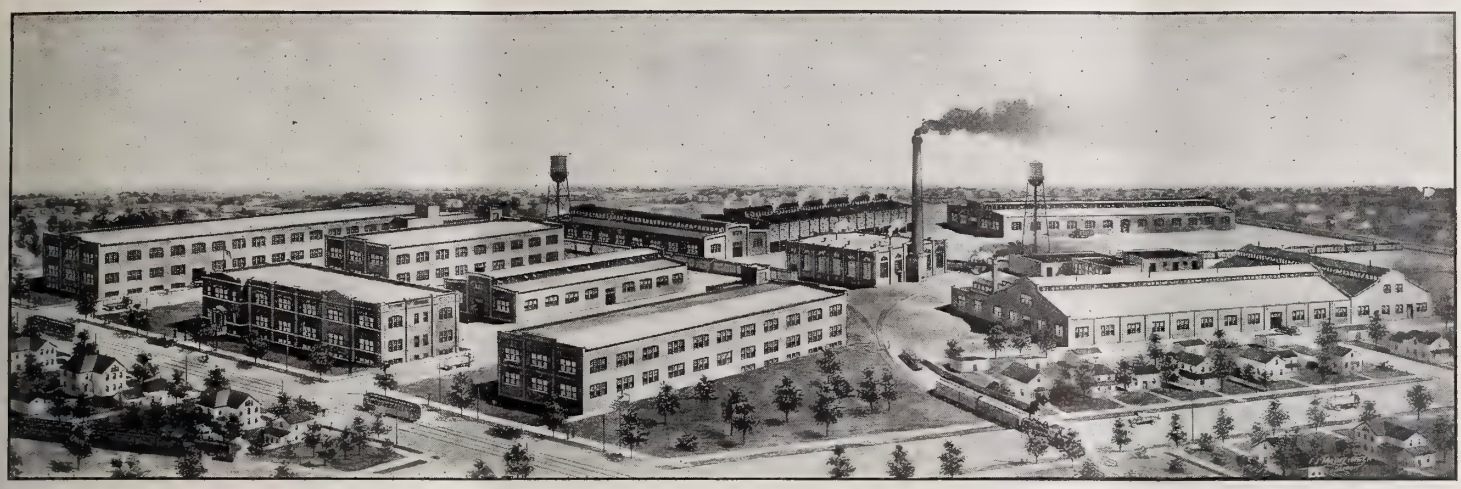


Need we say more? Need we explain that with such a plant, with such facilities, with such an organization, and with its great experience in manufacturing, it is possible for the Flanders Manufacturing Company to produce a better motorcycle for less money than is possible for any other concern.

That we do this, you will agree when you have looked the Flanders "4" over in detail, and then reflect that you can buy this big, powerful, beautiful machine for $175, f. o. b. factory.

Catalogue Tells All

FLANDERS MANUFACTURING CO., Pontiac, Michigan



PLANT No. 1

Flanders Manufacturing Co., Pontiac, Mich.



PLANT No. 2

Flanders Manufacturing Co., Chelsea, Mich.

A Harvest Day for Goodyear Blue Streak Motorcycle Tires

Decoration Day piles up Victories for Blue Streaks in practically every important Motorcycle Event in the country. Proof of Blue Streak Superiority flashed by dispatch from all racing sections of United States.

From Maine to California and from Minnesota down to the Gulf came the telegrams. Blue Streak Tires were in the lime light everywhere at once. To read of a broken record in speed, mileage, or endurance anywhere, on any track and under any conditions, was only to read of another Blue Streak Triumph.

Never before in the History of Tiredom did a **pneumatic** of any description accomplish so many brilliant achievements.

Nor were the ordinary run of motorcycle tires ever so hopelessly outdistanced, eclipsed, and cast in the shadow as they were by these sturdy, dependable racers.

Holds All Professional and All Amateur Records Further Evidence of Superiority

Goodyear Blue Streak Tires hold **Hill Climbing** and all World's Records, both Amateur and Professional. The truth that these records were not the result of **chance** but of dependable **uniformity of quality,** and this the highest in the world, is now driven home and forever **clinched** by this great mass of evidence coming from all sides at once. Glance at a few of these records. Read what our tires did at—

CHICAGO, ILL. Won (6 firsts, 1 second, 3 thirds, out of 7 races, including) the 5 mile F. A. M. Championship; time 5:54⅘; rider, Hart.

BALTIMORE, MD. Won every race at Electric Park.

SANTA ANA, CAL. Won five out of seven events.

SAN ANTONIO, TEX. Endurance run of 100 miles in 110 minutes.

INDIANAPOLIS, IND. Won 160 mile endurance run, taking trophy away from 18 contestants.

SAN FRANCISCO, CAL. Won 5 firsts, 3 seconds, out of five races.

SANTA ROSA, CAL. (May 7-8). Won every race.

ATLANTA, GA. Won 4 firsts and 5 seconds in 5 events.

Elmira, N. Y. Won 5 firsts, 4 seconds, 1 third, out of 7 races.

GOODYEAR
Blue Streak
Racing Tires

DENVER, COL. Won 4 firsts, 3 seconds, out of 4 races.

SANTA BARBARA, CAL. Won with perfect score.

SPRINGFIELD, MASS. Won ten mile professional in 7:32½. Rider, Balke; Gustafson, second, also on Blue Streaks.

DETROIT, MICH. Won 6 firsts, 4 seconds, 2 thirds, out of 6 races.

TERRE HAUTE, IND. Won 6 firsts, 4 seconds, and 4 thirds, out of seven races.

NORFOLK, VA. Won pursuit race, 16⅜ miles, in 19 minutes 27 seconds. Won also the ten mile handicap.

These are but a mere handful of the records that have stirred motorcycle riders to a new realization of the tremendous advantages of comfort, safety and speed offered by these tires. They are the **winning tires.** Yet Goodyear Motorcycle Tires cost no more than other kinds.

Write tonight for our booklet describing the **"Goodyear Quintette of Motorcycle Tires."**

GOODYEAR TIRE & RUBBER CO., Moal Street, Akron, Ohio

Branches and Agencies in 103 of the Principal Cities *We Make All Sorts of Rubber Tires*

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, June 17, 1911. No. 13

PROGRESS IN TRADE MEET PLANS

Atlantic City Mid-Summer Convention Committees Are Appointed—Big Attendance Sure.

Plans are progressing rapidly for the big mid-summer trade meeting to be held in Atlantic City, August 1st to 4th, inclusive. An unusually large attendance is expected, and from the names appearing on the list of committees recently appointed the meeting will exceed the previous successful affairs in every way. The committees are:

Committee of arrangements—W. J. Surre, chairman, Continental Rubber Works; D. A. Smith, The Standard Company; R. D. Webster, Eclipse Machine Company.

Ladies' entertainment committee—Mrs. C. W. Leng, Mrs. DeWitt Page, Mrs. F. I. Willis, Mrs. W. J. Surre.

Reception committee—P. R. Robinson, chairman, N. Y. Sporting Goods Co.; L. M. Wainwright, Diamond Chain & Mfg. Co.; Geo W. Nock, The Geo. W. Nock Co.; Keyser Fry, Reading, Pa.; J. B. Harris, Diamond Rubber Co.; Wm. Holland, Henry Keidel & Co.; D. S. Troxel, Troxel Mfg. Co.; C. L. Elyea, The Elyea-Austell Co.; C. F. Wright, Ballou & Wright; C. W. Leng, Jno. S. Leng's Son & Co.; F. L. Watters, Chicago Handle Bar Co.

Bowling committee—DeWitt Page, chairman, New Departure Mfg. Co.; J. W. Brandt, Troxel Mfg. Co.; M. C. Stokes, U. S. Tire Co.; T. R. Palmer, Continental Rubber Works; W. C. Schack, Emblem Mfg. Co.; J. W. Grady, J. W. Grady & Co.; B. A. Edgar, Pope Mfg. Co.; H. M. Rose, Forsythe Mfg. Co.; George Strauss, Jos. Strauss & Son; Henry Horton, New Haven, Conn.

Baseball committee—R. J. Leacock, chairman, R. J. Leacock Sporting Goods Co.; C. A. Earl, Corbin Screw Corporation; W. E. Eccles, Persons Mfg. Co.; S. A. Falor, Goodyear Tire & Rubber Co.; H. E. Roberts, Aurora Automatic & Machine Co.; G. W. Sherman, Flanders Mfg. Co.; K. R. Jacoby, Miami Cycle & Mfg. Co.; A. B. Coffman, Consolidated Mfg. Co.; F. I. Willis, Hearsey-Willis Co.; C. A. Wigmore, Manufacturers' Supplies Co.

Press committee—Jos. Goodman, chairman, Bicycling World and Motorcycle Review; L. J. Berger, Motorcycling; J. L. Sauer, Motorcycle Illustrated; G. A. Wahlgreen, Motor Field; Geo. H. Busby, Cycle and Auto Trade Journal.

Cambridge Motorcycle Organizes.

The Cambridge Motorcycle Company has recently been organized in Cambridge, Wis. A large factory building has been secured and the best modern machinery for the manufacture of motorcycles is being installed. Frank Kentzler, who is interested in the company, has recently invented some new motorcycle features which will be incorporated in the Cambridge machine when it appears.

Rheutan is Minneapolis Sales Manager.

W. E. Rheutan has become the sales manager of the Minneapolis Motorcycle Co., of Minneapolis, Minn., and will take care of the sales and advertising of Minneapolis motorcycles. He was at one time sales manager for the Aurora Automatic Machinery Co. and more recently has had to do with the selling of Reading Standard motorcycles.

Crosby Re-Opens in Calais.

M. B. Crosby has reopened his bicycle and repair shop in Calais, Me. His shop adjoins Cone's stable.

MADISON SQUARE GARDEN IS SOLD

Famous Structure Where Motorcycle Shows and Six Day Bicycle Races Hold Forth Will be Razed.

After many premature rumors and reports as to the selling of Madison Square Garden, where the New York motorcycle shows and six day bicycle races are held, the property has at last changed hands. It has been bought by a newly formed corporation, known as the F. & D. Co., of which Louis Boissevain, the Dutch banker, is president. The purchase price is $3,375,000. A new 25 story building is to replace the present structure, but work on this will not commence until after next February, so that the six day bicycle race next December can take place in it as usual, and the motorcycle section of the automobile show in January, 1912, can be held in the Garden as before, if the motorcycle makers so elect and the automobile show managers agree. In February, 1912, however, the building will be torn down, and the new building will begin to go up. The latter is to be ready for occupancy by February, 1913.

Although it is certain that the six day bicycle race will be staged in the Garden this year, it is by no means certain that the next motorcycle show in New York will have a Garden farewell. Great reorganizations have taken place in the associations that number the motor car manufacturers as their members, and the National Association of Automobile Manufacturers, which has been responsible for the annual automobile shows in Chicago, but which heretofore has dodged the New York shows, is taking a large hand in New York

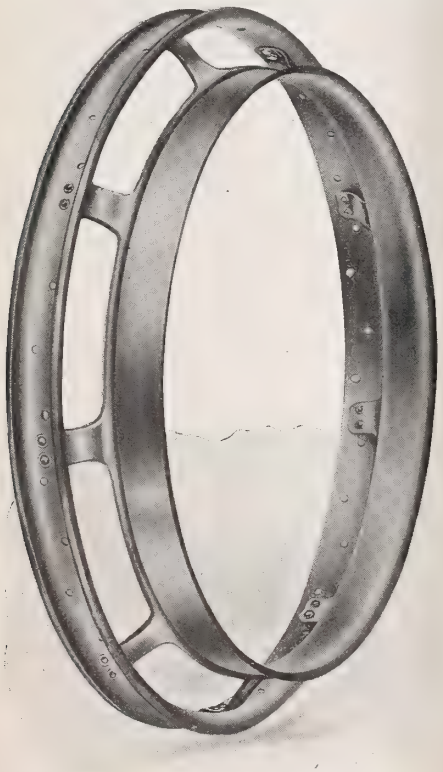
show matters for 1912, and will give a show at the Grand Central Palace or at one of the big Manhattan armories, concurrent with the automobile show at Madison Square Garden. The two shows will be friendly, and it may be that the motorcycle manufacturers, if they desire to exhibit at the New York automobile show, may have to or may choose to have their show group in the exhibition given by the National Association of Automobile Manufacturers.

Three New Wings for Federal Plant.

Byron C. Dowse and H. A. Githens, of the Federal Rubber Mfg. Co., Milwaukee, Wis., were in New York last week and announced that the steady increase in business has necessitated the addition of three wings to their plant—a one story, 40 x 100; a two story, 35 x 160; and a three story, 40 x 100, giving a total additional floor space of nearly 30,000 square feet. There is also in course of construction an administration building, which will be three stories in height.

One-Piece Pulley in a Rim Unit.

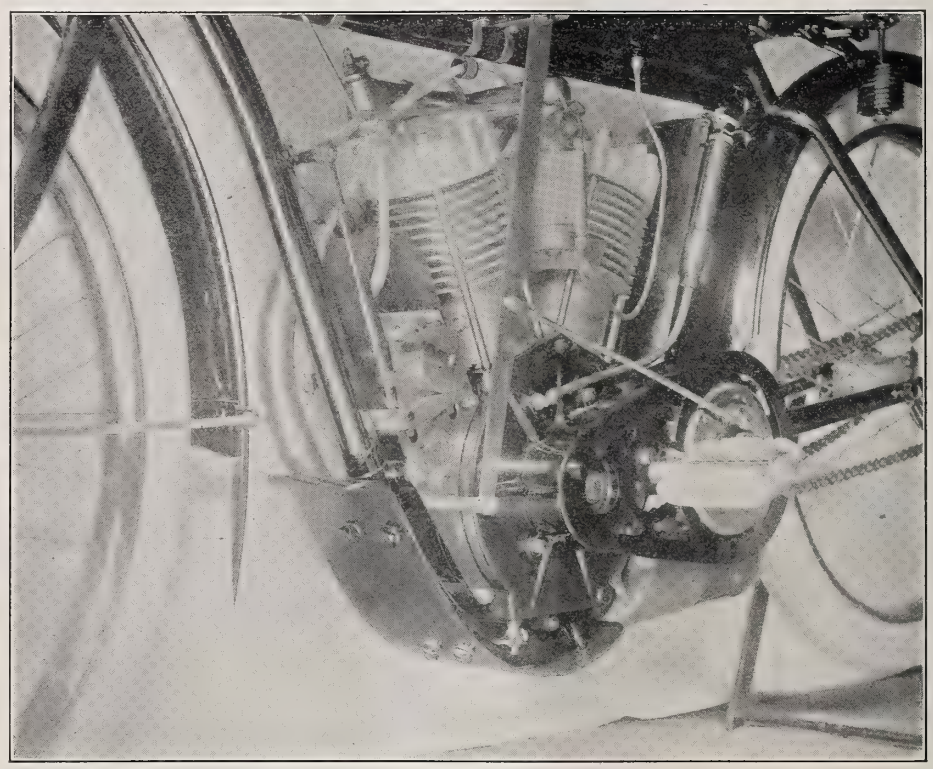
Having for some time supplied wheel rims for motorcycle makers, the American Stepney Co., Ltd., of 1780 Broadway, New York City, has gone a step further and is making rear belt pulleys as well. As shown by the accompanying illustration, the wheel rim and the company's new one-piece belt pulley can be supplied joined



together as one unit, saving assembling on the part of the motorcycle manufacturer. The pulleys are made of a special gauge steel of great strength and are available in both the flat belt and V-type styles.

Makes Motorcycle "Double Bottom."

Nowadays most modern steamships are built with double bottoms to give greater protection from disaster in case of collision or grounding, it being a well recognized fact that the most vital part of a ship lies below the water line. Application of this principle now has been made to motorcycles on the theory that a "double bottoming" of a motor "below the oil line" is highly desirable to resist a possible puncture of the crank case by flying stones, hidden projecting rocks or other agent. The "double bottom" which is made by the Bumiller-Remelin Co., 432 Main street, Cincinnati, O., takes the form of a flat steel shield which attaches to the under side of the frame loop below the motor and is of such shape as to protect the power plant from damage by flying objects, mud, water and falls. While rupture of a motor base is of rare occurrence, the shield should prove of service in protecting the motor base drain cock or oil window from damage by falls or flying stones, as well as the exhaust tubes. The shield also serves to deflect mud and water from the underside of the motor and the magneto, where it is a great mischief maker. The shield is made of one-eighth inch sheet steel, is five inches in width and is secured by three clips. It is designed especially to fit all loop frame Indian motorcycles and is furnished in the standard Indian colors.



BUMILLER-REMELIN PROTECTION PAN

Larger Quarters for Heitger Company.

On June 20th the Heitger Carbureter Company, now located at 205-207 West South street, Indianapolis, will remove to a large modern factory at 1160 Beecher street, where they will have five times the floor space they now occupy, and consequently greater manufacturing facilities. The new factory is equipped with the best of machinery, and will have a capacity of 1,500 motorcycle carbureters a week.

Edwards in Goodyear Hartford Branch.

What is like carrying coal to Newcastle is the decision of the Goodyear Tire & Rubber Co., Akron, O., to establish a branch in Hartford, Conn. The new establishment will be located on High street, near Asylum street, in the heart of the local automobile colony. Teddy Edwards, formerly with the Hartford Rubber Works Co., will be in charge. Edwards, who is a veteran cyclist, is best known for his attempt a decade ago to ride a bicycle 100 miles a day for a year. He started on January 1, and succeeded in rounding out 225 centuries when an attack of typhoid fever laid him low and ended his undertaking. His achievement, however, still stands as a record of its kind.

Texas Motorcycle Reorganizes.

The Texas Motorcycle Co., of Dallas, Tex., the concern with which Arthur Mitchell, the motorcycle racer, was connected until recently, has been reorganized, with its capital increased to $25,000. Byron Graham is the head of the company, Aaron Hirsh is general sales manager, and Harry A. Lee will continue in charge of the mechanical department. The concern is territorial agent for the Flying Merkel motorcycle.

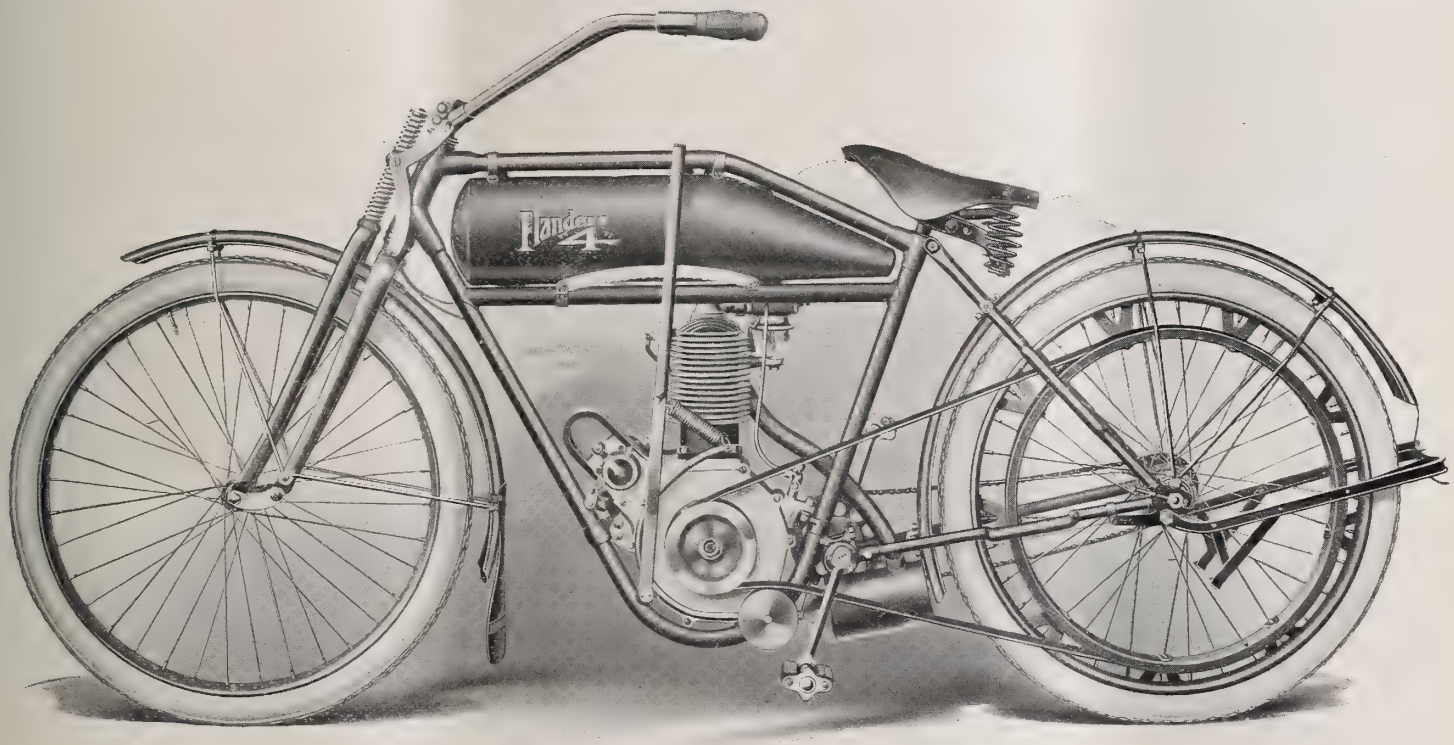
HERE'S THE NEW FLANDERS "4"

Pontiac Company's Long-Awaited Creation Proves Attractive One—Its Features and Specifications.

Further details of the motorcycle that constitutes the offering of the Flanders Mfg. Co., of Pontiac, Mich., were revealed this week, and they indicate that the machine in general features is in conformity with conventional practice and design, and mechanically involves no strikingly radical innovations.

The motor, which as told in the announcement last week, is of 4 horsepower, engages the segment ratchet. The Eclipse coaster brake is used.

The wheel base is 55½ inches, somewhat longer than is usual for single cylinder machines, but the weight factor has been kept quite low, the claim being made that the machine weighs about 25 pounds less than most motorcycles of the same general type and horsepower. A long helical spring, anchored in the middle so that it will be double acting, is employed for the spring fork. The control, other than the tensioning of the belt, is through the twisting of the handle bar grips, which act through wire pulls that lead through the bars themselves. The model will be known as the Flanders "4," and it is the company's announced intention to make 50,000 per year.



FLANDERS 4 HORSEPOWER MOTORCYCLE, FULLY EQUIPPED

employs an automatic inlet valve. The spark plug is placed on the side of the valve pocket. The cooling flanges are horizontal around the cylinder. On the cylinder head they are vertical, running lengthwise. The Heitger glass bowl carbureter is used. Ignition is effected by Splitdorf magneto, which is part of the regular equipment and is included in the $175 price. Lubrication is provided for in a gravity sight feed oiling system readily controlled by a thumb screw on the sight feed attached to the top of the engine base.

Flat belt drive is used for the power transmission, the tensioning of the belt being accomplished by a spring pulled idler or jockey pulley, which is controlled by a hand lever at the left side of the machine. The lever engages a ratchet segment on the tank, to hold it at any desired tension, and the release of the tension is effected by a press button on the top of the lever, lowering the pawl that

In fact, it is one of the strong points urged in connection with the Flanders organization, that it is able to make things to advantage in immense quantities, as demonstrated in what Walter E. Flanders, the head of the concern, accomplished in connection with the production of E-M-F automobiles.

Big Building for Big Company.

Ground has been broken, and building operations are under way, for the new 20 story office building which, when completed, will be occupied by the United States Tire Co. The site is located at Broadway and 58th street, New York, and the building will be one of the handsomest and most completely equipped of its kind in America. Most of the floor space will be used by the United States Tire Co. and the United States Rubber Co. It is expected that the new building will be ready for occupancy by January 1, and when finished will be an imposing addition to New York City's automobile row. The United States Tire Co., selling the output of the Continental, G & J, Hartford and Morgan & Wright rubber plants, employs over 300 persons in its general offices.

Merz Drops Cars for Motorcycles.

Charles Merz, a well known automobile racing driver of Indianapolis, Ind., has switched over to the motorcycle trade and secured Merkel agency for Marion county. Merz has opened an establishment on Indiana avenue, Indianapolis, and Harry T. Bretney will manage it. Merz, who is a relative of John Merz, of Chicago, who sustained a broken leg while practicing for the ill-fated Hawthorne meet, plans to mix sport with business, and will take a dip into the motorcycle racing whirlpool occasionally. He finished in the money in the 500 mile automobile race on the Motor Speedway on May 30, and is using his winnings as a stake in his new venture.

New Motorcycle Company for Detroit.

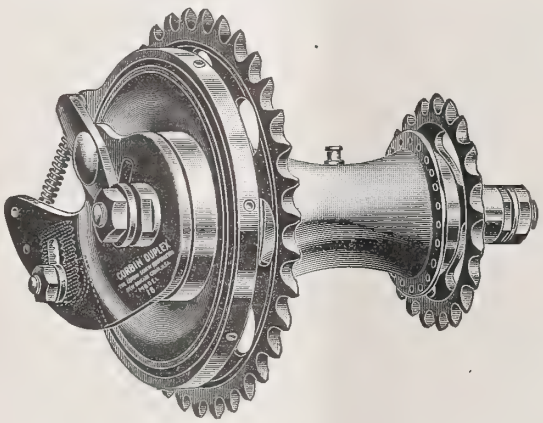
Thomas Wright, John J. Ellis, George W. Breed, John D. Spoth, Ellis R. Dumbolton and Eva Salisbury appear as the directors of the Breed Manufacturing Company, recently incorporated in Detroit, Mich. The capital stock is $100,000, of which $60,000 has been subscribed and paid in. The company will manufacture motorcycles and supplies.

Thor Agency for La Porte.

Soneborns' Sons have secured the Thor agency for La Porte, Ind., and report several sales for the new Thor free engine models.

CORBIN

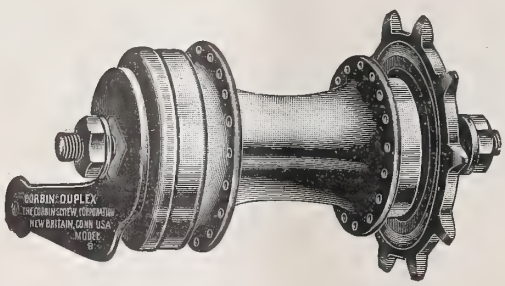
THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.



Corbin V=Band Motorcycle Brake

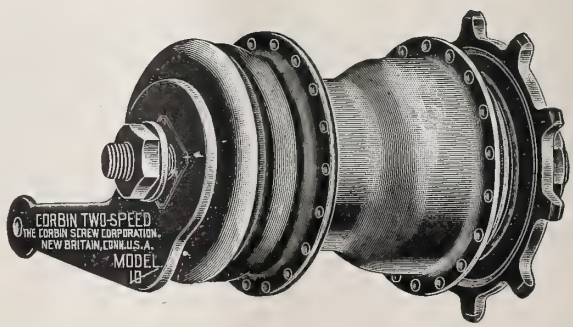
Built on a scale commensurate with the duties of a high speed motorcycle brake.

By the use of a V=shaped drum and a triangular friction band, 50 per cent. more braking surface than on previous models, is obtained, and the flat band is superseded. The releasing mechanism is entirely outside, acting directly on the end of the brake band, making its action easy and reliable. There is no interference with chains. Altogether it is the most effective motorcycle brake on the market.



Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two=Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.

Corbin Screw Corporation

New Britain, Connecticut

Licensed Coaster Brake Manufacturers

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Founded 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JUNE 17, 1911.

Skillful Braking as a Fine Art.

Proper braking is a science that few motorcyclists take the trouble or time to study, although it would be money in their pocket if they did so. Most riders brake the wrong way; that is, slam the brake in and slide the wheel when in a close quarter. It is just as easy to brake the right way, which is to apply the brake gradually so that the maximum resistance is applied to the proper science of braking.

In emergency cases locking the wheel is permissible, but in nine-tenths of the cases when the brake is used are not emergency cases, but ordinary occasions when there is plenty of time and space to slow down or stop. Jamming on the brake results in filing the rubber off the tire tread and aeroplaning the tire bill. It also is liable to divorce the rider from his machine by the handle bar route, and very suddenly at that. On wet asphalt, jamming on the brakes is the surest way known to bring about a grand spill.

With the average rider the brake is used altogether too much. If he would devote more time to keeping his machine under control, watching traffic at street intersections and slowing down beforehand when he sees a blockade or obstruction in front which his common sense tells him will force him to stop, he would require brake assistance much less than is the case. Riding in spurts is one of the faults of the average motorcyclist and also is responsible for the excessive use of the brake.

He has yet to be educated to the fact that in traffic, at least, the best way to make time is not by spurts between blocks and then dead stops at crossings. A steady and moderate pace will enable the rider to make headway faster, will render him less liable to accident, and will save the racking of the machine and the grinding of the tires, which occurs when a brake is jammed on.

Another illustration of heedless riding which calls for help from the brake is in running up to a premeditated stopping point at speed and then jamming on the brake. This is a common fault, and there is no excuse for it, for when a motorcyclist knows beforehand that he is going to stop at a certain place he has plenty of time to shut off power and coast to a stop. A brake never should be applied when the power is on except in extreme emergency, and even then there is little excuse for it, for cutting off power first and braking afterward should be made a well fixed habit that would be done unconsciously without thinking.

One reason, and perhaps the chief one, why the average rider abuses his brake and through it his machine, is that he never thinks of his brake until he wants to use it. He knows it is there, he knows that it will stop his machine, and when he needs it he slaps it on. If a rider would take his machine to a quiet stretch of road, where traffic is light, and there practice braking, and study out with the aid of a speedometer, distances required to stop at various speeds without locking the wheel, and how he would act in emergencies, he would find it time very well spent.

As is well known, V band brakes "bite" quicker than flat bands or expanding shoes, and the former should be applied more gradually. In adjusting a brake it is better to have it act quickly than to ease its grip so that it will not lock the wheel, for on mountain tours or in emergencies a brake that really brakes is the one and only safeguard from accident. The way to use a quick acting brake is to apply it gradually so that it will not slide the wheel, but a brake that will not lock the wheel even when the rider throws his whole weight on the pedals is worse than useless, for it is a traitor in the guise of a friend.

Too sudden application of the brake also tears the brake arm loose from its frame clip, whirls the arm around until it chews up the stay, bends the arm, locks the brake so that it takes about seven horsepower to free it, and musses things generally in the vicinity of the rear hub. Rushing up to a stopping point and slapping on a brake full tilt does not indicate a good rider. Rather it denotes either a "show-off" or a crude operator.

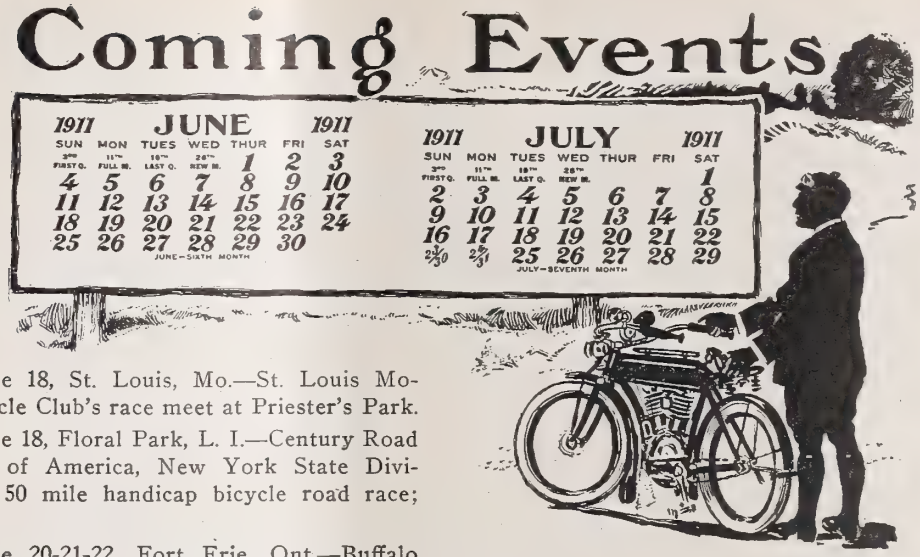
Cut-Out Equipment Unnecessary.

With increasing abuse of the muffler cut-out provoking legislation against it in many sections of the country, it seems potent to ask why the cut-out should not be left off altogether. Whatever excuse for its use may have existed in the early days of the industry, there now seems no good reason why it should be fitted to stock machines intended for public sale. Larger engines have come, likewise more efficient mufflers, and whatever slight loss of power may be absorbed by a closed muffler well can be spared on any machine built today. The presence of the cut-out on a machine is a temptation to use it unnecessarily and promiscuously that the average motorcyclist is unable to resist.

There is no justification for using a cut-out in any city or town, and these are the very places where its use has generated the unsavory reputation which the general public now attaches to the motorcycle. Some riders like to use the cut-out as a warning signal in preference to a horn, and then, of course, there is the man who likes to hear the noise. It is safe to say that if noise did not accompany the use of a cut-out the average rider would care very little about the cut-out.

If cut-outs were not fitted to machines at the factory very few riders would bother to go to the expense and trouble of having them fitted themselves. As long as it comes with the machine, the rider is going to use it and take a chance on being fined, if the law prohibits its use in cities, as is the case in some municipalities. A cut-out adds very little to the speed of the modern motorcycle, and any rider who thinks he goes faster when he uses it, is deluded by the noise. If his machine does gain appreciably in speed it is a pretty sure sign his exhaust line is choked.

Coming Events



June 18, St. Louis, Mo.—St. Louis Motorcycle Club's race meet at Priester's Park.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

June 20-21-22, Fort Erie, Ont.—Buffalo Motorcycle Club's race meet at Fort Erie track.

June 24, Troy, N. Y.—Motorcycle races under auspices of Cluett-Peabody Benefit Association.

June 24, Columbus, Ind.—Motorcycle meet at the Fair Grounds.

June 24, Spokane, Wash.—Spokane Motorcycle Club's race meet.

June 24, Boston, Mass.—Eastern District F. A. M. summer business meeting at 206 Massachusetts avenue; 7:30 p. m.

June 25, Philadelphia, Pa.—Motorcycle tandem run to Atlantic City.

June 25, Brooklyn, N. Y.—Invincible Motorcycle Club's exploring tour to Mt. Peter, N. Y., 106 miles; open.

June 30, Douglas, Isle of Man, Great Britain—First junior international Tourist Trophy race; 187½ miles.

July 1, Rochester N. Y.—Rochester Motorcycle Club's race meet.

July 1, Waterloo, Ont.—Dominion cycle race championships.

July 2, Toledo, O.—Toledo Motorcycle Club's second annual race meet at Fair Grounds.

July 2, Chicago, Ill.—Motorcycle races at Hawthorne track, under auspices of the National Association of Letter Carriers.

July 3, Rockford, Ill.—Start of six days run of Illinois-Iowa Motorcycle Association.

July 3-4, Indianapolis, Ind.—Indiana Motorcycle Club's race meet.

July 3, Douglas, Isle of Man, Great Britain—Fifth senior international Tourist Trophy race; 187½ miles.

July 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

July 4, Birmingham, Ala.—Motorcycle races under auspices of Fourth of July Celebration Association.

July 4, Richmond, Ind.—Motorcycle races by Richmond Motorcycle Club at the driving park.

July 4, Rahway, N. J.—Pierce Cycle clubs of Rahway and Perth Amboy bicycle handicap 25 mile race to Elizabeth, N. J.

July 4, Tere Haute, Ind.—Terre Haute Motorcycle Club's race meet.

July 4, Bridgeport, Conn.—Bridgeport Motorcycle Club's race meet.

July 4, Birmingham, Ala.—Professional motorcycle races at Fair grounds track; open.

July 4, Jacksonville, Fla.—Jacksonville Motorcycle Club's race meet.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 6-9, Elgin, Ill.—Illinois-Iowa Motorcycle Association race meet.

July 9, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

July 9-20, Providence, R. I.—Providence Motorcycle Club's tour to Niagara Falls, N. Y., and return; open.

July 10-15, Buffalo, N. Y.—Annual national convention and national championship race meet of the Federation of American Motorcyclists.

July 14-15, Fort Erie, Ont.—Buffalo Motorcycle Club's national championship race meet at Fort Erie track.

July 15, Rochester, N. Y.—Rochester Motorcycle Club's race meet at Crittenden Park.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

July 18-21, Alliance, Ohio—Motorcycle races at Rockhill track.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Detroit, Mich.—Detroit Motorcycle Club's race meet.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 4, Canton, O.—Canton Motorcycle Club's race meet.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

September 4, Springfield, O.—Springfield Motorcycle Club's race meet at Fair Grounds track.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.; rain date, October 1.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

Eastern F. A. M. Calls a Meeting.

Notices are being sent out to F. A. M. members in the Eastern District by Secretary F. S. Morse, of Keene, N. H., advising them of the regular summer business meeting of the district, which will be held at the quarters of the Boston (Mass.) Motorcycle Club, 206 Massachusetts avenue, Saturday, 24th inst., at 7:30 p. m. Among the important matters which will come before the meeting will be the election of a district vice-president to succeed C. C. Wilber, of Keene, N. H., who has resigned on account of ill health. State commissioners also will render their reports for the period.

Savannah Prepares Its Program.

Plans for the motorcycle races at Savannah, Ga., on July 4th, are gradually being perfected, and the card now calls for five events. There will be two races for 4 horsepower singles; two for singles or twins of the larger type, and one a free-for-all. The races will be over the Grand Prize Course. Gold prizes and probably a motorcycle will be awarded the winners. This incidentally changes the policy of giving cash prizes, which has caused some trouble in making the riders professionals, often unknown to themselves through their not knowing the rules.

A FLASH OF JEALOUSY.



"Gee! I wish I had some of that stuff in my batteries."

Rather Ride than Sleep.

Baltimore (Md.) motorcyclists—some of them at least—love their motorcycles better than they love a Sunday morning snooze. As proof of this assertion, a party composed of members of the Baltimore Motorcycle Club abandoned the "hay" at daybreak on Sunday, 11th inst., to start out on a run to Harper's Ferry, West Virginia, 75 miles away. The Ferry won a place in American history as the scene of John Brown's raid in ante-bellum days. Captain W. S. Fisher, of the club, who it is claimed was the first motorcyclist in the state, was the leader of the trusty band, which also included another notable in the person of "Dick" Gintling, 13 years old, and club mascot, who it is stated is the youngest motorcyclist in the state if not in the country. When the early-bird riders reached the rendezvous they spread themselves under the trees and absorbed several atmospheres of mountain ozone and other brain cob-web chasers, such as are not to be found in crowded cities. The gastronomic department also was looked after, of course. On the return trip the interstate tourists connected with another party from the club at Ridgeville, the latter having chosen a less strenuous run, and all rode back to Baltimore together.

It Pays to Motorcycle.

If an incident like that given in the following paragraph, taken from The Land, an Australian journal, should happen very often, manufacturers of motorcycles would be unable to supply the demand:

"Monoro Shire Council has decided that the engineer's salary and equipment allowance be increased to £450 per annum from the date at which he commenced supervision duties with a motorcycle, and for such time as he performed such duties by motorcycle."

Poughkeepsie Club Elects Officers.

At a very enthusiastic meeting of the Poughkeepsie Motorcycle Club, held at their club rooms on June 7th, the following officers were elected: President, T. J. Osborne; vice-president, Thomas Jordan; secretary, Harry English; assistant secretary, Chester Belding; treasurer, Emmett Andrews; press representative, Chas. F. Senk, Jr. The Poughkeepsie club is a live, wideawake organization, and is in a prosperous condition. There are 55 active members in the club and applications for membership are constantly coming in.



HODGIN MAKES THE DIRT FLY IN INDIANAPOLIS-CHICAGO RECORD BREAKING HIKE.

Flying over the soft sandy roads, enveloped in clouds of dust and heralding his coming with a roar from the throats of his cylinders like unto that of an enraged lion, Nelson J. Hodgin, of Indianapolis, Ind., on Sunday, 11th inst., drove a 7 horsepower Indian from Indianapolis to Chicago and return, 418 miles, in the record time of 14 hours and 40 minutes. This time is said to be three hours faster than the previous best time for the run, but of course the time does not constitute an official record, nor will the performance be recognized officially.

In addition to smashing a "record," Hodgin, who has shot at the same mark before and missed, also shattered all speed ordinances to atoms and narrowly missed disaster more than once. He took pains to check at the start and finish, as well as at places along the route, in order to give value to his performance. Hodgin was paced by F. W. Lapham from Indianapolis to Rensselaer, and from there for the remainder of the run by P. B. Whitney. No tire or mechanical trouble was experienced, but the record breakers had some real exciting adventures. Hodgin stopped in Chicago but ten minutes before starting on the return trip. Some sand and mud were encountered in the swamps near Kankakee, and most of the route was ordinary country dirt road

Good Card Promised for Toledo.

Nearly $600 in prizes will be given by the Toledo (O.) Motorcycle Club at its second annual race meet at the Fair Grounds track on Sunday, July 2. There are ten numbers on the program, all amateur events, and three prizes will be awarded in all events save the time trials and club handicap. Sanction has been applied for. Entries close on June 28 with A. B. Coffman, 120 Tenth street, Toledo, O.

Johns Again Speeding at Los Angeles.

Making his first appearance in competition since he broke the amateur records last April, Don Johns, on a 7 horsepower Indian, won the 15 minute handicap race at Los Angeles, Cal., on the 4th inst. He covered 14 3-16 miles on a very soft track never before used for motorcycle racing. David Kinny and Sam Miller, on Indians, were second and third, respectively. Nine men started on fully equipped stock machines.

Resolutions on Ellsworth's Death.

As a testimonial of esteem and respect for its late president, George H. Ellsworth, who was killed while riding his motorcycle recently, the Rochester (N. Y.) Motorcycle Club has adopted unanimous resolutions of regret over his demise. Ellsworth had been president of the club since its organization and was popular with his associates.

Habich to be Host to a Host.

Riders of Thor and Excelsior motorcycles in Indianapolis, Ind., will be the guests of Gus Habich, local agent for those machines, at a big dinner on Sunday, 25th inst. This Habich spread is an annual fixture that is eagerly looked forward to for months by those who have ever been present at one, for the memories of the good time linger long in the breasts of the guests. A park near Smith's Valley, about 15 miles north of the city, will be the rendezvous, and as the White river flows alongside, bathing of course will be one of the features. The piece de resistance of the outing will be the famous Habich chicken dinner.

WILDMAN BEATS HILL RECORD

Wins Shingle Hill Climb in Best Time of Motorcycle or Automobile—20,000 Spectators Enjoy Event.

Beating everything on wheels except a 200 horsepower motordrome tornado, George A. Wildman, driving a 7 horsepower Merkel, was the star of the motorcycle division at the Shingle hill climb at West Haven, Conn., on Saturday, 10th inst. Wildman flashed up the hill in 48⅕ seconds in the free-for-all class, breaking all previous records for the hill with either motor car or motorcycle. In the 55 cubic inch class, which might be called the middleweight event, Howard Logan, a Yale graduate, repeated his victory of last year on a Merkel. His time was 55⅖ seconds. Frank Hart, the Wall Street flyer, shot a baby Indian twin to victory in the 30½ cubic inch class in 1:02½. Hart beat Logan in this class by five one-hundredths of a second, the closest margin of victory in any event.

Shingle hill has lost some of its terrors but none of its prestige. It is the blue ribbon of the New England motor world, and this year attracted a crowd of over 20,000 people, who came in all sorts of conveyances, including shanks mare. The climb, although promoted by the New Haven and Yale Automobile clubs jointly, really is a society affair to bring back to the town of their alma mater once a year some of the graduates who have become famous as racing drivers, and to star them in the college town on the eve of the college commencement.

The hill is nine-tenths of a mile long and has but one "S" turn, near the finish. It formerly had several snake bends, which together with abutting telegraph poles made a fast climb a sure test of nerve and skill, but now it simply is a stiff straightaway with one bend, the others having been ironed out. The course was guarded by members of the Connecticut National Guard, assisted by Yale men, and was kept clear, the crowd being a well behaved one.



AT THE START

Heading the program the motorcycle events were run while the surface of the hill was at its best. If they had been sandwiched in between the cars after the latter had cut and plowed the road it is doubtful if as good time would have been made, and accidents probably would have resulted. The timing was done by the Warner electrical system, which gave the times to one one-hundredth of a second.

Three men started in the 30½ class, Hart and Peter Cox on Indians and Logan on a Merkel. There was some question as to Cox's eligibility in view of his having competed at a supposed closed club race at Hartford on May 30, but Referee Pitman allowed him to start, leaving the question for Chairman Thornley to decide. Cox rode a 4 horsepower single and his time was the slowest, 1:06.03. Logan drove a 4 single Merkel, and was clocked in 1:02.22. Hart, with one of the very few Indian twins in existence, and which are very fast, shaved five one-hundredths off Logan's time, much to the latter's disgust.

Hart and Logan met again in the 55 inch class, being the only starters. Both had twins this time. Hart on a T. T. and Logan on a 6 horsepower chain drive Merkel. Logan went up in 0:55.39, and Hart registered 0:55.63.

Then came the big class with the "sevens" up. Wildman, who was booked to ride an Excelsior in the 55 inch class, had damaged his machine the day previous, and notified the officials of the fact. He then arranged to ride a Merkel in the free-for-all. Logan tapered off in this round, and failed to equal his time in the 55 inch class. Hart then tied the hill record of 51 seconds, and immediately after Peter Cox made a new record of 50 seconds, much to the delight of "Papa" Cox and all the local admirers of "Pete."

Then Wildman got under way, and the clip he set to the "S" turn indicated a new



WILDMAN ON HIS MERKEL

record. He took the turn faster than any of the others and whipped over the last stretch in very fast time, making the full trip in 48⅕ seconds. Later this fraction was shaved off by the big 200 Fiat, which holds the hill record, but Wildman has the satisfaction of knowing that it took 193 horsepower more than he had to knock that fraction off.

One of the surprises sprung at the climb, and a factor which had not a little to do with Wldman's success, was the new Splitdorf motorcycle magneto, which made its first bow in public. Wildman's machine started and accelerated very rapidly, and this fact was remarked on by many, as it was quite unusual for a Merkel. Wildman tore up the hill at a speed of over 67 miles an hour. All starts were rolling from a take-off of about 35 feet. The management of the contest was very good, and credit for this belongs chiefly to George H. Townsend, chairman of the contest committee, who proved an indefatigable worker. The summary:

Thirty and one-half cubic inch class—Won by Frank Hart (Indian); time, 1:02.17. Second, H. H. Logan (Merkel), 1:02.22. Third, Peter Cox (Indian), 1:06.03.

Fifty-five cubic inch class—Won by H. H. Logan (Merkel); time, 0:55.39. Second, Frank Hart (Indian); time, 0:55.63.

Free-for-all, 61 cubic inch limit—Won by G. A. Wildman (Merkel); time, 0:48.21. Second, Peter Cox (Indian); time, 0:50.00. Third, Frank Hart (Indian); time, 0:51.00. Fourth, H. H. Logan (Merkel); time, 0:55.55. Fifth, L. W. Brooks (Indian); time, 0:56.18. Sixth, H. D. Strong (Indian); 0:57.20. Seventh, J. B. Pearlman (Indian); time, 1:01.35. Eighth, L. S. Davidson (Indian); time, 1:06.98.

Racing at Atlantic City.

Five speed events will be on the program of the meet of the Atlantic City Motorcycle Club, to be held on the Bridgeton tracks on July 4. All the prizes, and there will be three for each race, are motorcycle accessories, very useful to the winners. Fifty cents will be the entry fee for each race and applications may be had by communicating with the club. The events will be as follows:

Five mile novice, open—First prize, gold medal; second prize, silver medal; third prize, bronze medal.

Five miles, private owners, open—First prize, stud tread tire; second prize, full riding suit; third prize, inner tube.

Unlimited pursuit race for trade riders, open—First prize, speedometer; second prize, lamp with separate generator; third prize, cyclometer.

Ten mile professional, open—First prize, $15 in gold; second prize, $10 in gold; third prize, $5 in gold.

Twenty-five mile closed club event—First prize, rear seat attachment complete; second prize, Old Sol lamp outfit; third prize, luggage carrier; fourth prize, leather hip leggins.

CONSTANT THE CONSTANT WINNER

Cleans Up at Bridgeport, Conn.—Wins Six Out of Seven Races—Track in Bad Condition.

Slipping into town unknown to any save a few insiders, John U. Constant, of Brooklyn, N. Y., came mighty close to cleaning up a whole race meet at Bridgeport, Conn., on Saturday, 10th inst. As it was he proved a very "constant" winner, taking six firsts in seven starts, and gathered enough accessory prizes to start a shop of his own. When the Bridgeport Motorcycle Club planned its little race party, it did not look for any out of town visitors, and Stanley Kellogg fondly counted on having a joyous Excelsior picnic.

However, his plans were rudely upset when Constant appeared on the scene with a pair of Indians loaded for bear, and commenced bringing down the big meat. Kellogg proved a good loser, nevertheless, and took his medicine without fuss when he saw the Excelsiors being excelled. Steiner, Sturges, Phelps and Severin were the only local boys who bothered Constant to any extent, and the quintet had some whoop la tilts which delighted the good sized crowd. Steiner registered his only victory of the day in the 30.50 free-for-all at five miles. Constant broke a feed pipe in this race.

Severin won a race, too, in the 50 inch event for p.ivate owners, while Joseph Duard, on an Emblem, gathered first prize in the 30.50 race for the "privates." The Stratford "aerodrome" where the meet occurred more resembled a plowed field than a race track, for it was overgrown with grass on the outer edges and on the pole the going was very poor. Ashes had been used to fill holes, and when the small racing tires had slashed through this powder a few times, riding in the grass became preferable. The club plans to hold another meet on July 4. The summary:

Five mile, private owners, 30.50 single class—Won by Joseph Duard (Emblem); second, Edward Booth (Harley-Davidson); third, Jack Rich (Excelsior). Time, 10:25⅖.

Five mile, private owners, 50 inch class—Won by Henry Severin (Excelsior); second, William Kost (Thor); third, S. A. Lyon (Indian). Time, 8:12.

Ten mile, trade riders, 30.50 single class—Won by J. U. Constant (Indian); second, R. J. Steiner (Excelsior). Time, 15:07.

Ten mile, trade riders, 50 inch class—Won by J. U. Constant (Indian); second, E. F. Phelps (Excelsior). Time, 14:47⅖.

Five mile, free-for-all, 30.50 inch class—Won by R. J. Steiner (Excelsior). Time, 7:41⅕.

Miss and out, free-for-all, 50 inch class—Won by J. U. Constant (Indian); second, Shelton Sturges (Excelsior). Time, 4:29. Distance, 2½ miles.

Five mile, free-for-all, 50 inch class—Won by J. U. Constant (Indian); second, H. L. Severin (Excelsior) ;third, Shelton Sturges (Excelsior). Time, 7:53⅖.

Five mile handicap—Won by J. U. Constant (Indian, scratch); second, R. J. Steiner (Excelsior, 0:05); third, H. L. Severin (Excelsior, 0:10). Time, 7:08⅗.

Three mile handicap—Won by J. J. Constant (Indian, scratch); second, R. J. Steiner (Excelsior, 0:19). No time announced.

Exploring Tour for Invincibles.

What some motorcyclists who have tried them are disposed to regard as invincible mountains, will be attacked by the Invincible Motorcycle Club, of Brooklyn, N. Y., on Sunday, 25th inst., and when the battle is over the Brooklynites will know whether they are invincible in fact or in name. In other words, the club will hold a go-as-you-please exploring tour to Mt. Peter, and Hogback mountain, both "ant hills," being back in the woods a ways from recherche Tuxedo, and about 53 miles or so from New York as the motorcycle flies.

They are pretty stiff hills for any machine to tackle, and it takes a mighty good rider to conque. them without stalling or taking a few tumbles. Plenty of fun is expected when the green riders who never before have met the hills are introduced to them. There will be no fixed schedule, riders being free to take any route they choose and make their own schedule. The only requirement is that to qualify for a silver medal contestants must check at the Mt. Peter house. The main party will start from the club, 78 Herkimer street, at 8:30 a. m.

New Jersey contestants may go via Weehawken, Hackensack and Tuxedo, while New York riders will go to Tarrytown, ferry to Nyack and hit across country. This will obviate the need of Jersey licenses. Arrangements will be made for checking out at all starting points. The entry fee is $1, and non-starters may have their money back on request. In case of rain, the run will be held the first succeeding pleasant Sunday. Entry blanks may be obtained from Arthur Rochow, 10 Warren street, New York City, and at all motorcycle dealers in New York and Brooklyn.

Club Formed in Reading.

Responding to a call to discuss the advisability of forming a motorcycle club, motorcyclists of Reading, Pa., at a meeting held at the American house, effected partial organization of the Reading Motorcycle Club. J. S. Warman acted as temporary chairman of the meeting, and addresses were made by W. G. Schaeffer, James Mayo and John G. Nuebling, all local dealers. A constitution and by-laws were adopted, but the election of officers was deferred. The club starts with 16 members. The first run was held on Sunday, 11th inst., to Lenhartsville, where a mhicken and waffle dinner was partaken of. The club colors are orange and purple.

HUYCK COLLECTS AT KENOSHA

Takes Four Events Out of Eight—Novice Rider Thrown Fifty Feet Through the Air and Badly Hurt.

Kenosha, Wis., had its share of thrills at the motorcycle races on the 11th inst., Fred Huyck, the champion of the Windy City, being the big noise in the principal events. Huyck won the five mile open, five mile inter-club, ten mile open, flying start, and the 15 mile open. C. Wade won his novice and a special five mile race, while O. W. Kuball and T. E. Blank each took one of the remaining events.

In the first race, the novice, E. E. Scammon, of Milwaukee, riding at 60 miles an hour, was leading his five competitors when his handle bars became loose. In full view of the grandstand his machine skidded, turned a somersault in the air and hurled the unfortunate rider 50 feet. He was picked up unconscious and taken to the Kenosha hospital.

The accident to Scammon did not deter the other riders from continuing the race, although two riders were within half a hundred feet of Scammon when the accident occurred.

Oscar Becker, another Milwaukee rider, was thrown from his machine and injured in the third event, the five mile inter-club. His fall was occasioned by his machine skidding on the curve.

The summary:

Three mile novice, 61:00 class—Won by C. Wade; second, Ed. Harmer; third, Walsh. Benson finished first but was disqualified and Scammon was retired by injury. Time, 3:29⅗.

Five mile open, 30:50 class—Won by Fred Huyck; second, T. Becker; third, Ray Comstock. Time, 5:52⅖.

Five mile inter-club, open, 30:50—Won by Fred Huyck; second, Ray Comstock. Wade withdrew and Becker was injured on first lap. Time, 5:31⅘.

Ten mile open, flying start, 61:00—Won by Fred Huyck; second, Harry Benson; third, C. Wade. Time, 9:48⅕.

Five mile handicap, private owners—Won by T. E. Blank; second, W. J. Hamilton; third, Ed. Harmer. Time, 5:44⅕.

Special five mile, open, 30:50—Won by C. Wade; second, O. W. Kuball; third, T. E. Blank. Time, 5:15⅖.

Fifteen mile open, 30:50—Won by Fred Huyck; second, R. Comstock; third, W. Walsh. Time, 15:57⅖.

Five mile handicap, Kenosha riders—Won by O. W. Kuball; second, Ed. Harmer; third, T. E. Blank. Time, 5:31⅖.

Stolen Automobile Regained by Motorcycle.

Councilman E. G. O'Donnell, of St. Louis has the motorcycle to thank for the return of his new seven passenger touring car, which was stolen from in front of St. Mary's Academy in that city on the 9th inst. In discovering his loss he at once notified the police department and Motorcycle Policeman Hendrickson was sent out immediately to chase up the stolen car. It was not long before he located it, and the joy riders hearing the approach of the motorcycle stopped the automobile and fled.

Introducing Racing at Columbus.

Columbus, Ind., will have its first taste of the thrills of motorcycling on Saturday, 24th inst. Seven events are scheduled and a silver cup for the winner of each is promised. John Sink, of Indianapolis, the promoter, says he has arranged for the appearance of some of the fastest Indiana riders.

HASHA NEARS "WORLD'S RECORD"

He Was Ten Seconds Behind for the First Five Miles—Wolters Wins Five Mile Match Race.

Winning three of the five events at the Tuileries, Denver, on the 11th inst., Ed. Hasha, the latest speed artist, came within ten seconds of "the world's exhibition five mile record" in the race between himself and Wolter, covering the five miles in 3:38⅘.

Trouble with his handle bars necessitated Armstrong's withdrawal from the ten mile professional, which Hasha easily took in 7:23 flat. A neck-and-neck race for second place between Good and Albright resulted in Good's victory by a wheel's length.

The five mile, single cylinder, went to the Angeleno rider, Court Edwards, Joe Wolters being his only competitor. Wolters won the five mile match race from Armstrong.

Armstrong was compelled to retire in the five mile free-for-all on account of engine trouble. Hasha won, with Good second.

The summary:

Ten mile, professional—Won by Hasha; second, Good; third, Albright; fourth, Silver. Time, 7:23.

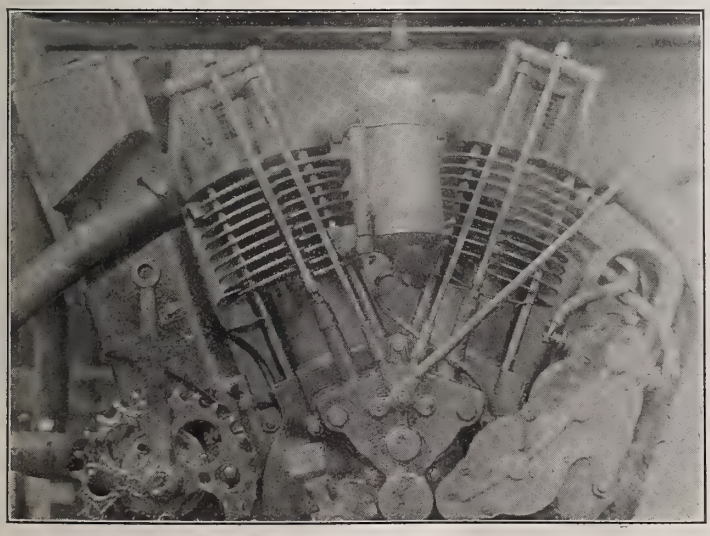
Five miles, single cylinder, professional—Won by Edwards; second, Wolters. Time, 4:39⅕.

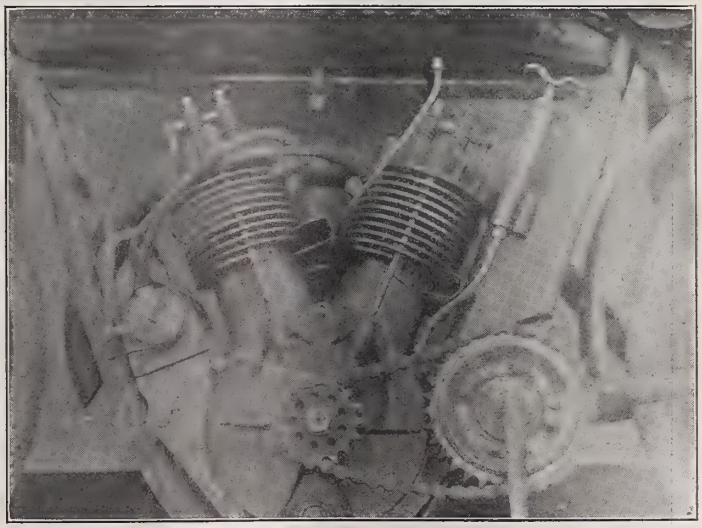
Five mile match, professional, twin—Won by Wolters; second, Armstrong. Time, 3:42⅖.

Five mile challenge—Won by Hasha; second, Wolters. Time, 3:38⅘.

Five mile free-for-all—Won by Hasha; second, Good; third, Albright. Time, 3:45.

RACING MOTORCYCLE'S EIGHT-VALVE ENGINE.





The overhead valve arrangement of "No. 26," an Indian racer of 1911 vintage. There are four valves to a cylinder, two inlets and two exhausts, each pair being tripped by one rocker arm, giving maximum valve area with minimum port space. Auxiliary ports also are fitted. The cylinder dimensions are 3¼ inch bore and 3 5-32 inch stroke, giving a piston displacement of 52.36 cubic inches or approximately 6 horsepower.

SEYMOUR STAR AT WANDAMERE

Beats DeRosier's Record for Track—Dead Heat in Six Mile Race—Griffin the Amateur Winner.

Some people say that Jake DeRosier had better look to his laurels. Ray Seymour, who is making the fans and others sit up and take notice at the Wandamere Motordrome, Salt Lake City, beat Jake's best record for the track, 44 seconds, on the 6th inst. by racing the mile against time in 42⅕ seconds.

Duplicating his previous performances, Seymour also ran away with the eight mile professional in 6:02. Whittler and Broadbeck brought the Merkel to the fore with second and third.

Great excitement was also created by the match event between Whittler and Samuelson. Out of three heats, Samuelson took the first and third. Whittler was in front for the greater part of the first heat, but near the last lap Samuelson forged ahead. Whittler put on speed and again took the lead, only to relinquish it at the bell.

Whittler easily carried off the second heat, but Samuelson came back in the third and led all the way.

Resulting in a dead heat between Claflin and Westlake, the six mile open trade riders furnished an interesting and exciting race. The summary:

Five mile match race—First heat won by Samuelson; time, 3:53⅗. Second heat won by Whittler; time, 4:48. Third heat won by Samuelson; time, 4:51.

Eight mile open, professional—Won by Seymour; second, Whittler; third, Brodbeck; fourth, Samuelson. Time, 6:02⅖.

Six mile open, trade riders—Dead heat between Claflin and Johnson; third, Westlake. Time, 5:52.

Three mile open, amateur—Won by Griffin; second, Burlingame; third, Galiazzi. Time, 4:48⅗.

One mile race against time by Ray Seymour. Time, 0:42½ (track record 44).

Faris Wins Indiana Hill Climb.

It took Frank Faris one minute and four-fifths of a second to negotiate what is claimed to be the steepest hill in Indiana on the 13th inst. The hill climb was under the auspices of the Indiana University Motorcycle Club, of Blomington, Ind. Faris's machine was a 4 horsepower Yale. Second place went to W. R. Spencer with a 4 h. p. Indian, in one minute and four seconds. James Faris, on a 4 horsepower Yale, was third, in one minute four and two-fifths seconds.

The distance was six-tenths of a mile around, with a bad curve on a narrow path. Twelve riders entered the test.

Constant a Buffalo Delegate.

J. U. Constant has been appointed delegate of the Invincible Motorcycle Club, of Brooklyn, N. Y., to the F .A. M. national assembly at Buffalo, and will no doubt join the Eastern tour.

ONE OF THE SOUTH'S FASTEST PROFESSIONALS.



Robert Stubbs, of Birmingham, Ala., who has given visiting rivals many a lively battle on the dirt track, and who makes some visits himself.

ENDURANCE RUN OF SEATTLE CLUB

Six Finish with Perfect Scores—Mix Up with Cow—Rider Escapes Arrest—Interesting Incidents.

Over all sorts of roads and hills, valleys, broken bridges, to say nothing of collisions with local policemen, cows and the like, six out of 35 entrants finished with perfect scores in the 354 mile endurance run of the Seattle Motorcycle Club between Seattle and Vancouver, B. C., and return, on the 4th and 5th insts.

More than 20 contestants finished, but, with the exception of six, their scores were imperfect, owing to delays, lost roads and late finishes. Of the balance of the 35 their non-appearance was accounted for by weariness, breakdowns, stops by police across the Canadian frontier and other causes too numerous to mention.

Very creditable time was made between some stations, some of the machines averaging 50 to 60 miles an hour.

J. H. Snell ran afoul of a cow, which he cherishes with no fond memory. Not being accustomed to obeying signals to get out of the way, the animal was as stubborn as the proverbial mule, and stood stock still. A mix-up of cow, rider and machine resulted. A slight limp and a few missing spokes were all the souvenirs Snell carried away from the scene.

Pushing their machines over a railroad trestle across a ravine was necessitated by a bridge minus the flooring 12 miles out of Bellingham on the return trip.

One rider kept behind near the border, allowing several of the contestants to pass him. He was hailed by a Provincial policeman and told to stop in the name of the King. The worthy dignitary representing his majesty asked to know the names of those who had passed. The rider said he was in hurry and made a quick getaway.

Arthur Hole lost control of his machine and fell headlong in a gully. T. M. Spinning, spinning along at a leisurely pace behind, helped Hole out of the hole, where he was entangled in the wheel, and they proceeded on together. For 15 minutes on the way out on the first day they were treated to a rainstorm, but a quarter hour's full speed ahead brought fair weather again. The men reported the roads good, but said the natives disliked motorcycles.

Checking stations were located at Bothel, Silver Lake, Everett, Marysville, Sylvania, Stanwood, Milltown, Conway, Mount Vernon, Avon, Burlington, Bellingham and Westminster. Stops were allowed for meals, the distance being 177 miles each way.

The six men who finished perfect in a squad, according to the rules, were Nels Christiansen, E. T. Hamilton, Harry Tousey, Carl Hassenpflug, Ray Cotterill and P. Prentice.

TRACE THE ROUTE TO BUFFALO

Westerners Practically Complete Arrangements for Their Tour to F. A. M. Meet —Four Days' Journey from Chicago.

Coming close after the announcement of the route and running schedule of the Eastern F. A. M. tour to Buffalo by Tourmaster B. A. Swenson, of Providence, R. I., similar data for the Western tour have been issued by P. B. Whitney, of Chicago, who will act as tourmaster of the Western cavalcade. Most of the tour officials also have been appointed and the system of handling the large number of riders who are expected to be present has been evolved.

The running schedule and stops for each day of the tour are as follows:

Sunday, July 9.

Leave Chicago, 12:00 noon; arrive South Bend, Ind., night stop, 5:36 p. m. Total day's run, 101 miles. Average, 18 miles per hour.

Monday, July 10.

Leave South Bend, 7 a. m.; arrive Bryan, O., 12:30 p. m.; one hour stop for dinner; leave Bryan, 1:30 p. m.; arrive Toledo, O., night stop, 5:36 p. m. Total day's run, 166 miles. Average, 18 miles per hour in morning run, 16 miles per hour in afternoon run.

Tuesday, July 11.

Leave Toledo, O., 7 a. m.; arrive Sandusky, O., 10:36 a. m.; stop here 4½ hours for dinner and sail to Cedar Point and return; leave Sandusky, 3:00 p. m. Arrive Cleveland, 5:48 p. m. Total day's run, 119.8 miles. Average, 16 miles per hour.

Wednesday, July 12.

Leave Cleveland, O., 7 a. m.; arrive Erie, Pa., 12:06 p. m.; stop one hour for dinner; leave Erie, 1:00 p. m.; arrive Buffalo, N. Y., 5:36 p. m. Total day's run, 195.1 miles. Average, 20 miles per hour.

Various diversions and entertainments are planned along the route of the tour. On the third day, Tuesday, the tour will lie over nearly five hours at Sandusky, O., for dinner and to give those who desire an opportunity to enjoy a pleasant sail to Cedar Point and return. The last day's run from Cleveland to Buffalo will be the longest, 195 miles, but as the roads are good, a faster schedule will be set in order to reach Buffalo before dark.

An invitation has been extended by the Continental Rubber Works, of Erie, to the tourists to be their guests at noon on the fourth day, when a special entertainment will be arranged. Both tours are scheduled to finish in Buffalo on Wednesday night.

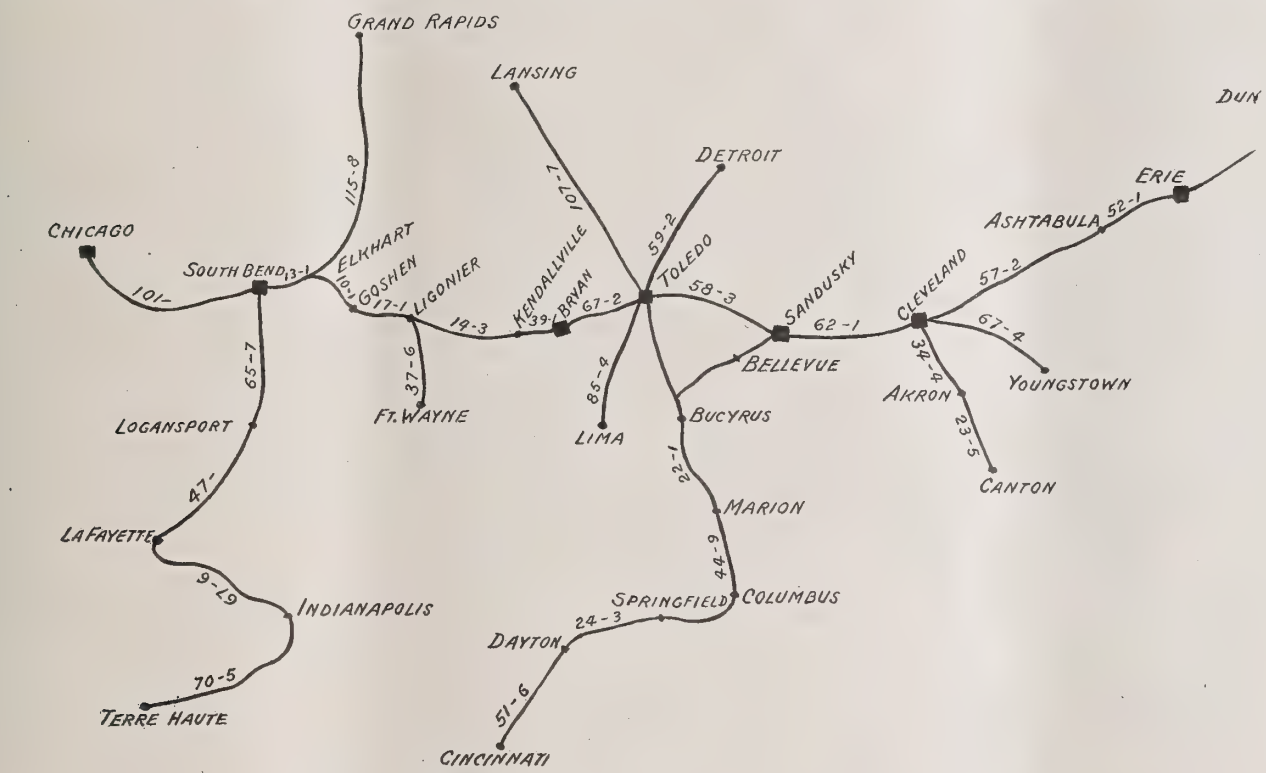
All riders in the tour must be F. A. M. members, and all tourists must wear numbers which will be assigned them. They also will be required to sign their names and time of arrival each night in the tourmaster's book. Failure to register in this book before midnight each day will deprive a rider from receiving a certificate at the end of the tour. An entry fee of $1 will be charged.

An invitation has been extended to L. W. Thompson, of Louisville, Ky., who will lead the Southern division, to have his party join the tour at Toledo, O. This plan has not been finally decided on.

Four divisions of the tour will leave Chicago, in charge of the following captains: H. T. Roberts, Chicago; Walter Davidson, Milwaukee; R. C. Crist, Chicago; C. S. Hinckley, Aurora, Ill.; Fred Huyck, Chicago. Jesse Campbell, of Dayton, O., will have charge of the Ohio riders, and Erwin Baker, of Indianapolis, Ind., will look after the Indianans. One other captain is to be appointed to handle the Detroit riders.

Each captain is to select two lieutenants who shall be easily recognizable by their uniforms. A rider's position in his division will be indicated by his number, enabling him to be identified if he exceeds schedule. Riders dropping behind may ride fast to overtake their division, but no rider may go ahead of his division under penalty of being deprived of a certificate. Consistent running with his division will in a measure determine a rider's right to receive a certificate.

Letters and entry blanks have been sent to all members of the Western District urging them to take in the tour. It is expected that the Western tour will be the largest to enter Buffalo.



ROUTES VIA WHICH THE WESTERN TOURISTS WILL REACH BUFFALO

Prussian Government Offers Prizes.

Prizes have been offered by the German Motorists' Association in conjunction with the Prussian Government for suggestions of improvements to the motorcycle for military use. The contest closes July 1st and trials on a large scale will be run next year for the purpose of testing the efficiency of the machines.

BALKE SUSPENDED FOR ONE MONTH

Punished for Actions at Guttenberg—Reprimanded for "Balking" the Referee—Warning for the Future.

One month's suspension, beginning June 5th and ending on the morning of July 5th, has been inflicted on Charles Balke, the racing motorcyclist by Chairman Thornley, for defying and publicly criticizing the referee at the Guttenberg (N. J.) motorcycle race meet and fight fest on June 4. As Balke is a professional, the punishment is equivalent to a stiff fine, for he is prevented from racing for a month, and at a period when he might be picking up several fat purses.

Balke was not suspended for his refusal to ride from a rolling start in a match race, in accordance with the request of the referee, the chairman holding that Balke was strictly within the letter of the rules in his refusal, but his conduct is criticized and he is reprimanded for failing to show more sportsmanship by acceding to the referee's request. During the controversy over the method of starting Balke became abusive to the referee and it was for this conduct that he was punished.

In his letter of notification to Balke of his suspension, the chairman says in part:

"I feel that your punishment is sufficient for the offense, but I beg to state that a repetition of such conduct on the track will result in increasing the term of suspension until you have changed your attitude or have ceased to ride.

"I also wish to give warning to all others who defy, annoy or criticize the referee on the track in an injurious way. If one month's suspension will not stop such conduct, the term of suspension will be increased until I find a period which will put an end to it."

Tourmaster Swenson on the Job.

B. A. Swenson, Providence, R. I., tour master of the Eastern F. A. M. tour to Buffalo in July, is sending out a general letter to the motorcycle clubs in and around New York City, calling attention to the tour, and suggesting that each club appoint an active member to act as captain of the delegation from the club which will start on the tour These captains upon their appointment are requested to communicate with Stanley B. Thorpe, 318 W. 84th street, New York City, whom Swenson has appointed as his metropolitan representative, to get together and arrange the details of bringing the club delegations together for the start. Swenson himself will come to New York a day or two before the start of the tour and conduct the New York party to Springfield, where they will meet the main party from New England at the end of the first day of the tour.

Handle bar pennants and arm bands for all riders and machines on the tour now are being made. These will cost $1 a set. and it is desired that all prospective tourists send their remittances at once in order that a general idea of the quantity required may be obtained. All orders will be filled promptly as soon as the regalia is ready. Tour applications are being received in every mail by Swenson. His address is 298 Blackstone street, Providence, R. I.

All Speed at Savannah.

Quick action was the order in Savannah, Ga., recently when a motorcycle meet for June 8th was arranged in 48 hours' time. The Savannah Motorcycle Club members were the participants in this rush work, and the races were held at Tybu Beach, 18 miles from Savannah. Everything was done with such speed that the 3,500 people who were attending the bankers' convention and a large picnic party at the beach were thoroughly but agreeably surprised with this added attraction.

The beach, which has a reputation for being very fast, is 3½ miles long and about 175 feet wide at low tide. The crowd were all along the line, and Savannah kept up its reputation for no accidents to riders or spectators.

There were two events, each run in two heats, three men qualifying for the finals in each case. Mosher on an Indian took the final of the first race, while Williams on a Thor won the second. No time nor distance was taken, but the prizes aggregated $150 in value.

First race, twin machines—Won by Mosher, Indian; second, Gibson, Merkel; third, Peck, Harley-Davidson.

Second race, single cylinders—Won by Williams, Thor; second, Buckner, Harley-Davidson; third, Minis, Indian.

New York Club Affiliates with F. A. M.

Most important among the club affiliations reported during the week by Chairman E. M. Estabrook, of the F. A. M. membership committee, is that of the New York Motorcycle Club, which claims to be the oldest motorcycle club in the United States. Its affiliation number is 149, and it enrolled 16 men. The Evanston (Ill.) Motorcycle Club has the honor to be the 150th affiliated club. Other affiliations were the Kenosha (Wis.) Motorcycle Club, No. 146; Kenton (O.) Motorcycle Club, No. 147; Will County Motorcycle Club, No. 151. These clubs brought in 175 new F. A. M. members.

Word comes from Oakland, Cal., that the Oakland Motor Club is making ready to jump into the affiliation pond with a big splash. Enthusiasm over local race meets and tours is being kindled among Mercer county, Ohio, motorcyclists by H. Z. Fox, a dealer of Fort Recovery, who plans to form a club when conditions are ripe. A. F. Griebel, of Little Rock, Ark., has volunteered to be the Moses of that section to lead the local riders out of the wilderness of disorganization, and band them into a club. He says they are waiting for a leader to come along and rally them under the F. A. M. banner. Griebel has been commissioned to take command and organize a club.

Rule on Brakes Suspended.

Following the discovery by Referee "Happy Days" Pitman at the Springfield motorcycle meet on May 30 that the rule requiring brakes on all racing machines was being consistently violated, Chairman Thornley, of the competition committee, investigated the matter, and in the interests of safety has suspended the rule temporarily, pending action to be taken by the national assembly of the F. A. M. at Buffalo next month. The chairman's interpretation of the rule is as follows:

"In view of the fact that consensus of opinion among riders and manufacturers is to the effect that a brake on machines which are used for racing on tracks is more of a menace than a safeguard, the following interpretation of the rules on this subject will obtain until the matter is definitely dealt with by the general convention of the F. A. M. The interpretation of the rule is that a coaster brake on a machine engaged in track racing is a danger to the riders and therefore is not required.

"Manufacturers may fit any kind of hand brake that may be convenient, or if it can be shown that a rider can properly brake his machine by using his foot against the front or rear tire, such a brake for the present, at least, will be considered all that the rules require."

Denver Riders Not Guilty.

Those Denver, Col., motorcyclists who competed in a recent road race promoted by a local newspaper, did not flout the F. A. M. rules, as appeared from accounts of the contest. Chairman Thornley looked into the matter, through his Denver representative, A. L. Osborn, and finds that the riders were not guilty of violations. Private owners and trade riders competed as a class for one set of prizes, and professionals competed as another class for another set of prizes. The classes were sent away 15 minutes apart, and beyond mingling on the road there was no competition of any sort between them.

Urged to Join Buffalo Tours.

Circular letters are being sent out to F. A. M. members by Secretary Gibson, calling attention to the national tours to Buffalo, and urging all who can to take in the outings. Clubs are advised to appoint captains to have charge of riders from each individual section, and to send the name of the captain appointed to either of the two tour masters—Swenson, in Providence, or Whitney, in Chicago—according to the district in which the club may be situated. Information concerning entry fee, pennants and arm bands also is set forth in the letter. All who participate in the tours must be F. A. M. members.

SWARTZ BREAKS COLORADO RECORD

Clips Time of State Champion Reuel—Thrills Caused by Collisions in Ten Mile Event.

Breaking the Colorado motorcycle record for two miles, made the previous Saturday by George Reuel, when he won the championship of Colorado from Joe Wolter, W. E. Swartz carried off the first two mile trial heats at the Lakeside Motordrome, Denver, Col., on the 10th inst., clipping one-fifth second off Reuel's time.

Thrills were furnished in the ten mile free-for-all when Wolter and Flickenstein collided, and later Reuel and Albright repeated the performance. Both collisions failed to cause the usual spills, however, and in each case the riders proceeded on their way.

The summary:

Two mile heat, preliminary to five mile professional—Won by Swartz; second, Albright; third, Wolter. Time. 1:35. Second heat won by Flickenstein; second, Cassidy; third, Reuel. Time, 1:36.

Five mile final—Won by Swartz; second, Albright; third, Flickenstein. Time, 4:04.

Match race, two miles—Won by Keuel; second, Albright. Time, 1:38.

Two mile race—Won by Wolter; second, Swartz; third, Albright. Time, 1:35⅖.

Ten mile free-for-all—Won by Wolter; second, Flickenstein; third, Swartz. Time, 8:15.

Jake DeRosier Shows Them How.

Although it was a long time since Jacob DeRosier had competed in a motorcycle road competition, he showed that he had not forgotten how, by winning a perfect score and gold medal in the big 400-mile London-Edinburgh run of the Motor Cycling Club of London, England, on the 2-5 inst. His only mishaps were minor tire troubles and a spill which, however, caused no serious damage either to man or machine. DeRosier rode a 3½ horsepower machine and his ride was in the nature of a continuous ovation, for his fame had become widespread and at all towns he was the central figure among the contestants. At one place he was presented with a small American flag by a little girl, and in general was made much of. All of the nine Indian riders who started, including three who drove side cars, finished with perfect scores and will receive gold medals. The run started in the evening and lasted 22¼ hours, being held over the Great North Road, one of the most famous highways in the world. The road was ideal for the entire distance, but most of the country was uninteresting. However, in the last 75 miles some grand mountain scenery was encountered, and in spots the contestants rode for 20 miles without seeing a house or any sign of life save wild sheep and cattle on the Scottish moors. Very little traffic was encountered, as the road skirted the fringes of most of the important cities and towns, and only on one occasion was a town encountered to the extent of coming in contact with car tracks. One hundred and fifty riders started, on singles, tandems and side cars, and 132 finished.

Ladies Necessary on This Run.

Playing the role of a philanthropic and free lance promoter seeking to popularize motorcycling for women, and wholly without thought of profit, Louis Warner, 1820 S. Hicks street, Philadelphia, Pa., announces his second annual motorcycle run to Atlantic City, on Sunday, 25th inst. There is no entry fee, and the run is open to all motorcyclists, the only requirement being that every machine shall have a tandem seat and carry a lady passenger. It will be a sociability run with all elements of speed absent, and a minimum time limit for the run will be set on the morning of the start, and all riders will be prohibited from exceeding the time limit for the run. Arrangements will be made for a special dinner upon arrival at the American Riviera, and a photographer also will be on hand. All contestants checking in at the finish within a prescribed time will be entitled to participate in a drawing for a complete motorcycle tire, the drawing taking place after dinner. The run will start from Broad and Spring Garden streets at 8:30 a. m., and all motorcyclists desiring to enter are requested to notify Warner at once.

Scarboro Track Blacklisted.

Determined to protect the lives of the members, the Toronto Motorcycle Club decided, at its regular June meeting, to place the quarter mile dirt track at the Scarboro Beach Park on the black list until such time as the owners see fit to reconstruct it. The club may even take measures to expel any member who takes part in a motor paced bicycle race there. It was also decided to keep all high powered machines off the mile trotting track at the Exhibition grounds. Three members of the club, Messrs. Kipp, Gibson and Self, were delegated to interview the Scarboro Beach people with a view to getting a safer track built.

According to the program announced the boys will be exceedingly busy during the next two months. The principal events will be a race meet at Toronto on the last Saturday in June; a ten mile race and a five mile, limited to heavyweights, 200 pounds and over, at the C. W. A. championships at Waterloo, Ontario, on July 1; novelty races at the butchers' picnic at Toronto, July 17, besides weekly runs, hill climbs, etc. At the butchers' picnic a foot runner, a horse and a motorcycle will start in the same race, being so handicapped that the three should finish together.

GOOD SPORT PROMISED AT ASBURY

Races to be Run On High Plane—Program Changed for July 4th—Merchandise for Prizes.

Entirely new standards in race promoting are to be set by the Metropolitan Velodrome Co., a corporation composed of R. A. VanDyke and other well known cyclists, who aim to stage some clean motorcycle race meets at the Asbury Park (N. J.) Athletic Ground track during the summer. It is the belief of the men interested that the public will support clean racing, and they are going to try and supply it. The track is one-third of a mile, and now is in first class shape, work having been started on it immediately after the recent rainy spell. A change has been made in the program. While the six events originally scheduled will be run, they will be limited to single cylinder stock machines without ports and not exceeding 30.50 cubic inches displacement. This decision was reached after consultation with Chairman Thornley of the F. A. M. competition committee. The chairman will be present at the opening meet on July 4, and then will decide as to what displacement limit to set for future meets. For the opening meet no twins will be used. However, there will be no deficit in excitment. Efforts are being made to secure the consent of the mayor of Asbury Park to start the opening event on July 4.

Believing that riders have come to regard with contempt the usual cups and medals offered as prizes, the Asbury Park management has decided to give merchandise instead. It contends that cups and medals are ornaments at best, which cannot be used for any utilitarian purpose unless possibly as collateral at the sign of the three gilded balls, while suit cases, umbrellas, rain coats and the like will prove far more acceptable to the riders. Few motorcycle meets have been as well advertised as this one will be.

Eighteen entries for the opening meet already are in hand, and it is important that all prospective entrants send in applications at once, for entries will positively close shortly to prevent an unwieldly field of contestants accruing. Although overtures for cash have been made by some amateurs, it is stated positively that nothing except merchandise will be given to any amateur. L. H. Guterman, of New York, has been signed for the season, and efforts are being made to arrange a match between him and Charles Balke for the meet on July 8. By leaving the train at North Asbury station the track is but one block from the depot, and this is the most convenient way to get there. Any desired information can be secured from R. A. Van Dyke, 148 W. 129th street, New York City.

KRAMER DEFEATS CLARKE IN FINISH

Catches Australian at Tape and Wins by Inches—Jay Eaton Comes Back for a Start.

In one of his cleverest rides and most spectacular finishes of the year, Frank Kramer defeated Jack Clarke by about five inches in the five mile national championship race at the Newark Velodrome on Sunday afternoon, 10th inst. With 30 of the best cycle speedsters of the country riding in the event, sensation after sensation had keyed the fans up to highest point of enthusiasm, from the announcement of the three mile mark to the finish, when Clark and Kramer crossed the tape in what looked to many like a dead heat, leaving some doubt as to the winner for the moment, only the announcement of Kramer's number was enough to set the crowd wild, and the champion received one of the greatest ovations tendered a rider at the Newark track.

Just before the four mile mark was announced, Mitten was in the lead with MacFarland and Johnny Bedell close on, the latter surprising every one by his ride, showing for the first time this season some of his real old-time form. Kramer was next with the rest of the field tacked on in the rear. Going down the back stretch the leaders slowed down, and before Kramer and Bedell could do likewise they were pocketed, and the field went by them. Fred Jones was riding on the outside with Kramer on the pole in twelfth place. Jones opened up, but Kramer had no more than got out and in the lead than he was again trapped. Here Floyd MacFarland took the advantage and went to the front and with the rest held Kramer for two laps. Entering the stretch Mac was anxious to know where the champion was. He rode high to have a look. This was just the chance that Kramer wanted; he shot to the front like a bolt, and thing began to hum. It was in the back stretch of the bell lap that Clarke went after Fogler for the lead. Bedell was second. Kramer was working to the limit, but it seemed an impossible task for him to overtake the leaders who were going at a lively clip. It was in the final turn into the home stretch that the crucial moment came. Clarke took the lead from Fogler and practically had the race in his hands. But Kramer was coming like a whirlwind on the outside. Whether it was from over-confidence that the race was his, or his unfortunate way of finishing a race 15 or 20 feet before reaching the tape, Clarke seemed to ease up, but just for the fraction of a second, for no more than he had done so than Kramer came thundering on to him. Clarke made a final struggle, but just before reaching the tape Kramer caught him and crossed the line the winner by about five inches. It was in this event that Jay Eaton, who 16 years ago was the "indoor king" and a good man on any sort of a track, tried to come back, and he did—for a start—and that's about all, for it didn't take long for him to find that he couldn't keep with the bunch, and as a result he was riding around all by his lonesome for a lap or two, when he pulled out. His 16-year-old son, Raymond, was entered in the amateur events, but didn't come in the money.

Eddie Root, an added starter, walked away with the first prize in the half mile handicap, beating all the pro cracks except Kramer and Goullet, who had not qualified. The summaries:

Half mile novice—Won by James Muratori, Manhattan Wheelmen; second, J. Knopf, Newark. Time, 1:08⅗.

Half mile handicap, amateur—Won by Walter Pofahl, Newark (75 yds.); second, Paul Pendleton, East Orange (50 yds.); third, Gus Wohlrab, Jersey City (50 yds.). Time, 57⅗ seconds.

Half mile handicap, professional—Won by Eddie F. Root, Newark (25 yds.); second, William Morton, Kearny (70 yds.); third, Oscar S. Schwab, New York (60 yds.); fourth, Fred Jones, Passaic (50 yds.); fifth, Pedlar Palmer, Australia (60 yds.); sixth, W. L. Mitten, Davenport, Ia., (35 yds.). Time, 55⅗ seconds.

Three mile open, amateur—Won by Alvin Loftus, Providence; second, Frank Cavanagh, Newark; third, Frank Blatz, Newark. Time, 6:51.

Five mile national championship, professional—Won by Frank Kramer, East Orange; second, A. J. Clarke, Australia; third, John Bedell, Newark; fourth, Joseph Fogler, Brooklyn. Time, 10:18⅗.

Two mile invitation, professional—Won by Fred Hill, Boston; second, Menus Bedell, Newark; third, Percy Lawrence, San Francisco; fourth, Chris Scheller, San Francisco; fifth, Floyd Krebs, Newark; sixth, Jumbo Wells, Australia. Time, 4:35.

Army Journal Approves of Cyclist Soldier.

An editorial appearing in a recent issue of the United Services Gazette, an army journal published abroad, is of unusual interest because of the disdain originally shown to the bicycle squad connected with the army. It says:

"The cyclist companies of the Territorial Force should be able to give an excellent account of themselves during the manoeuvres on the East coast during the autumn. We know of no body of troops who are likely to be more useful in the defense of the country in time of war than the cyclist, and we are pleased to have an indication that similar views are held by the General Staff."

After New York-Atlantic City Record.

George Polacsy will start on July 4th in an effort to establish a new cycle record to Atlantic City, via Philadelphia and Camden, and capturing the Cooley trophy.

SALT LAKE TRACKS CEASE WAR

Co-Operation Secured by a Peace Pact—With Ogden Will Form Triangle—Hehir in Front.

Co-operation between the management of the Salt Palace bicycle saucer and the Wandamere Motordrome, of Salt Lake City, resulted in the most successful meet thus far this season at the Salt Palace on the 9th inst. According to the new agreement, Tuesday and Friday nights will be given up to bicycle racing at the Palace and the Motordrome will conduct motorcycle races on Thursdays. The agreement provides for interchange of riders, so that the Motordrome will have motor paced and bicycle races and the saucer motorcycle events. Glenwood Park track, Ogden, Utah, is also a party to the contract, the Wandamere officials agreeing to permit its riders to appear at that track. This, no doubt, will result in great benefit to the sport in the Mormon City, and better racing in the future.

Both professional events were carried off by Paddy Hehir with the assistance of riders he tacked on to. Paddy was particularly brilliant in the half mile open, but he used other riders for pacemakers several times. Lawson, Halstead and two other riders pulled him to the tape in the two mile professional. Halstead gave him a good pull for the last three laps and took third himself. Lloyd Thomas landed second by his own efforts.

Drobach won the five mile motor paced match event from Wilcox, the latter losing his pace near the start. A second start was necessitated by Drobach breaking his chain near the finish and the contestants started again in the same relative position as before the break.

Laughter was the order of the day during the Australian novelty race, which truly fulfilled its name and was very amusing.

In the amateur pursuit match race, Smertz was easily the superior of Colvin, the latter surrendering at two miles. The summary:

Three-quarters mile handicap, amateur—Won by Meredith (50); second, Kramer (50); third, Labelle (60); fourth, Wilkes (45). Time, 1:32⅗.

Half mile open, professional—Won by Hehir; second, Lawson; third, Walker; fourth, Anderson. Time, 1:00⅕.

Pursuit match, amateur—Won by Smertz over Colvin. Distance, two miles. Time, 4:24⅕.

Two mile handicap, professional—Won by Hehir (scratch) ;second, Thomas (100); third, Halstead (30); fourth, Wright (85). Time, 3:48.

Five mile motor paced match—Won by Drobach over Wilcox. Time, 7:13⅘.

Musical novelty—Won by Walker.

NIGHT RACING BEGINS AT NEWARK

Artificial Light Makes No Difference to Kramer, Who Wins, as Usual—Root Takes Paced Race.

Cycle racing at night had its inauguration for the season at Newark on the 14th inst., the three-cornered 20 mile motor paced professional race between Eddie Root, George Wiley and Elmer Collins being the feature event. Root surprised the fans by winning the race. He had the advantage of drawing Charlie Turville as his pacemaker, and forged to the front at the start, while the other two riders were unable to head him at any point in the race. Root's time of 27:29⅗, averaging a mile in 1:22, is not only the best done on the new track, but the fastest recorded in a paced event this season in all America. Collins, the champion, was not in form, and got a bad start. Endeavoring to overtake Wiley, he lost his pace and was lapped time and again by Root from six miles up. Root lapped Wiley, who came in second, three times.

While Root's strong forte is sprint riding, he occasionally follows the motors just to show what he can do outside his own field.

Kramer and Clarke were again in the limelight in the five mile open professional, and Kramer repeated his usual performance of late and passed Clarke on the stretch, winning by half a length. The Australian seems doomed to have things all his own way till the stretch of a race, and then have the mortification of seeing victory snatched from him at the last moment by the champion. Fogler beat Fred Hill for third money.

One hundred and twenty yards handicap proved too much for the other riders in the half mile professional handicap, and Ben Hill, from that distance, had little difficulty in taking the premier position.

Both Frank Blatz and his nemesis, Chester Smith, were relegated to a back seat by Alvin Loftes in the three mile open, amateur, the latter winning by several lengths. The summary:

Half mile handicap, professional—Won Ben Hill (120); second, Floyd Krebs (40); third, Oscar Schwab (60); fourth, Jake Magin (45); fifth, Menus Bedell (25). Time, 0:53⅗.

One mile repechage, handicap, amateur—Won by Frank Cavanaugh (100); second, Paul Heidrich (80); third, J. Kaufman (140). Time, 1:58⅖.

Twenty mile motor paced, professional—Won by Eddie Root; second, Geo. Wiley; third, Elmer Collins. Time, 27:29⅗.

Three mile open, amateur—Won by Alvin Loftes; second, Frank Blatz; third, Chester Smith; fourth, Adam Byerman. Time, 6:29⅘.

Five mile open, professional—Won by Frank L. Kramer; second, J. Clarke; third, Joe Fogler; fourth, Fred Hill; fifth, John Bedell. Time, 10:17⅗.

Cycle Races at White Plains.

White Plains, N. Y., had a bicycle race meet on Sunday, 11th inst., under the auspices of the local bicycle club. All four races were well contested, there being 30 entrants all told. The summary:

One mile race—Won by J. Archer; second, C. Vouchellin; third, H. Kelly. Time, 2:42.

Five mile handicap—Won by H. Z. Carpenter (scratch); second, H. Davis (220); third, T. Hansbury. Time, 14:59.

One hour race—Won by O. Sanger; second, James Archer; third, R. Gandell. Distance, 17¼ miles.

Ten mile race—Won by C. Willsu; second, H. Carpenter; third, C. Vouchellin. Time, 30:01.

Canadian Champion Meets Defeat.

Walter Andrews, the Canadian bicycle champion, suffered his first defeat of the season at the athletic games of the Eaton A. A., at the Toronto Stadium, June 10, in a one mile contest. Gordon McMillan, of the Indians, hung on to the champion's back tire from the start, and when within 50 yards of the line threw himself across a winner by inches. Bill Smith, of the Torontos, was a good third. The 14,000 people present were greatly enthused by the magnificent race put up, and the appearance of the riders was undoubtedly a great advertisement for the game, as the C. W. A. officials intended it should be. The track was very rough and so no time was taken.

Hourlier Again France's Champion.

Hourlier, who was cycle champion of France in 1908, again won the title and the right to wear the championship tri-color jersey, on Sunday afternoon, the 28th ult. There were over 50 aspirants for the coveted trophy, and both Friol, the 1910 winner, and Dupre, 1909, fought hard all the way with Hourlier. Because of the number of entrants the race was run in eight heats. Hourlier won the preliminary, the semi-final and the final, but in the first he was disqualified for interference with Friol on the turn. Hourlier was in great form and showed that he was master of the situation all the way through. The distance was 2,000 metres and the time for the final was 2:36⅕.

Old Club Celebrates Anniversary.

San Francisco, Cal., was the scene of the 26th anniversary smoker of the Bay City Wheelmen on the 3d inst. The entertainment was given at the large club rooms of the club on Hayes street. A feature was the dancing of the six-year-old Murphy twins. Pop Mohrig, the first president of the club in 1884, delivered an entertaining address on the formation of the club and its growth. Some interesting old high wheel crocks were on view.

LAWSON TAKES HEHIR'S MEASURE

Wins Match Race Without Much Trouble—Walker Gathers a Western Championship—Oberg Leads.

Iver Lawson demonstrated his superiority over Paddy Hehir in the French style of bicycle racing at the Salt Palace on the 6th inst., but he was hard pressed, and it was by no means a walk-away for him.

The first and third heats of the match race went to Lawson, while Hehir took the second. Delay in the first heat of a half mile was caused by Hehir bending his crank hanger. Lawson led off, and at two laps from the tape Hehir jumped to the front, but the Salt Lake boy was after him immediately. Just before the bell sounded Lawson passed Hehir and kept the lead till the end, keeping a careful watch on his opponent all the way.

Both the contestants punctured tires in the second heat, necessitating three starts. When they finally did get off Lawson was compelled to take the lead. Hehir came down the bank at four and one-quarter laps and got away before Lawson could tack on to him, and he crossed the tape half a length to the good.

Lawson again went ahead in the third heat of one-half mile, and did not wait for Hehir to come down behind him but took the initiative. Hehir came on at good speed, but was unable to overtake Lawson, who won by a half length.

Keeping behind until the final sprint, Gordon Walker passed Drobach, Wright and Stein in the five mile Western championship and had no difficulty in taking first money.

The summary:

Australian pursuit, amateur—Won by Oberg; second, Colvin; third, Huey; fourth, Gemple; fifth, Rodberg. Distance, one mile four laps fourteen yards. Time, 3:27.

Half mile handicap, professional—Won by Diefenbacher (85); second, Stein (45); third, Thomas (45); fifth, Carslake (90). Time, 0:52⅕.

Five mile Western championship—Won by Walker; second, Drobach; third, Wright; fourth, Stein. Time, 10:17.

Lawson-Hehir match—First heat, half mile, won by Lawson; time, 1:27. Second heat, three-quarters mile, won by Hehir; time, 2:30⅕. Third heat and match, half mile, won by Lawson; time, 1:30⅘.

New Officers for California Cyclists.

New officers were elected by the California Associated Cyclists at their annual meeting in San Jose, on May 27th. Those who will serve for the following year are: President, Robert Dunlap, Bay City Wheelmen; first vice-president, Ed. Carroll, Acme Wheelmen; second vice-president, Walter Bridges, New Century Wheelmen; secretary, H. Strohlin, New Century Wheelmen.

ANNUAL PHOTOGRAPH RUN OF THE "AMERICA'S" TO JAMAICA.



The annual photograph run of the Century Road Club of America took place on Sunday, June 4th. The riders pedaled along Hoffman boulevard to Jamaica, L. I., The veteran tandem was given the place of honor to which its years entitled it.

Doings of the Crescent Cyclers.

Members of the Crescent Bicycle Club, of Baltimore, Md., met at Clifton Park on Sunday morning, 11th inst., and spent the forenoon in that vicinity. Several club races were held on the Hartford road later. Riders from local cycle organizations and many unattached pedal pushers contended.

Pikesville was the destination of the Crescent Club on their second evening's run of the season, held on the 9th inst. Club races will be a feature of the club runs held during the present month, and all classes will have their quota of riders in the near future. Only two club races have been held so far this year, both in Class E, resulting in the two victors, Alfred Baker and Frederick M. Sanborn, being advanced to Class D. All other members are still in Class E. As soon as a member wins a race he advances to the next class up to A, which is the highest. This system of races was introduced by the Crescents last year and has proved an interesting innovation.

The rim attendance contest is not being neglected, and the scores become more diversified as the season advances. During May points were awarded by the club for participation in the road races held on May 7th and 30th, and in the half century run on May 21st. On May 4th a club century run to Frederick was successfully conducted, and a run to Hamilton was the card for Sunday, May 28, attendance at each of these runs being awarded with the usual points.

The standing of the leaders up to the first of June follow:

First—August Leimbach and Charles H. Thomas, 75 points each.

Second—William Leimbach and Frederick M. Sanborne, 70 points each.

Third—Langdon M. Sanborn, 60 points.

Fourth—Thomas W. Baker and Alfred J. Baker, 55 points each.

Fifth—Frederick Muber, 35 points.

While the reports for the month of May in the century mileage contest are not yet complete, those received to date indicate that the month will add another high total to the already record breaking figures in this competition. Fifteen centuries were ridden during May, which is better than the best previous monthly record for the organization.

Toronto Oarsman to Become Cycle Racer.

Lou Scholes, the winner of the Diamond sculls at Henley in 1906, has become such a devoted cycle enthusiast that he has bought himself a racing wheel and intends taking part in some races in the near future. The Toronto oarsman is training assiduously and is taking off considerable of the avoirdupois which he put on for rowing purposes. If he shows ability he may be pitted against Walter Andrews in a couple of match races.

Why the HARLEY-DAVIDSON is so Popular

There are more single cylinder Harley-Davidson motorcycles sold every day than any one model of any other motorcycle manufacturer in the world. There are several reasons responsible for this.

First: The careful motorcycle buyer of today knows that nearly all track races are won by specially built racing machines, and that the results of such contests tell him **absolutely nothing** about the **stock machines** turned out by the same company. The Harley-Davidson is **not** a racing machine. It is a **service** machine, a clean, quiet and comfortable motorcycle, recommended by every man who ever rode one.

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Third: By actual comparison, point for point, with any other motorcycle built, the Harley-Davidson offers more by far, dollar for dollar. Anyone can see this, even a ten-year-old child. The forks, tanks, frame, motor, transmission or the finish—just compare one or all with any other motorcycle built. And then the record of the Harley-Davidson. Compare this with any other. Its reputation was not made with specially built racing machines ridden by professional or semi-professional riders. The reputation of the Harley-Davidson was made by the machines themselves— **stock machines,** in the hands of private owners.

Fourth: The large corporations which are buying motorcycles in quantities are buying Harley-Davidsons in preference to all others. Many of them bought Harley-Davidsons first; others who first purchased inferior machines have replaced them with Harley-Davidsons. Police departments all over the country have found that the Harley-Davidson is the most satisfactory motorcycle for their purpose. Service and economy are what such people are after. The past record of the Harley-Davidson gives an absolute guarantee of real, tangible service, while the Harley-Davidson's **Official World's Record for Economy** assures the purchaser of a very low cost of up-keep.

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Cycling in New York

ITS BENEFITS AND PLEASURES.

By SYLVAIN SEGAL,
Captain Eastern Division C. R. C. A.

In part answering and part continuing the remarks of Mr. Barr in last week's issue of the Bicycling World and Motorcycle Review, I wish to say that for the past 12 years, without missing a season or a month, the Eastern Division of the Century Road Club Association has conducted club runs. Members and non-members who believe and enjoy bicycle touring have taken trips to many points of interest within a limited distance of New York, and in this way have come to a knowledge of the city and surrounding territory that few who do not ride cycles can boast of. These runs never average more than four miles an hour, because of the many and often lengthy stops along the way, and a desire on the part of the riders to leave the speed and racing end to others.

As I have already stated, our division has now seen 12 years of life, with all the ups and downs of cycling in New York City and state, and although not as strong numerically as in former times when special prizes were offered to the one who brought in the one-thousandth new member, our treasury still stands out as the largest for a bicycle club in New York City, or of any national cycling organization. Although we now get 25 per cent. or more of our membership on all of our runs, we are constantly on the look-out for new and better plans for bringing the members out with us to view and enjoy the surrounding country amongst the clover-green meadows, moss-covered trees and shadow-covered mountains.

Four members of our division have at different times "begotten unto themselves" motorcycles, but two have returned entirely to the bicycle. The other two have never stopped cycling, and have been quoted as saying that they preferred the "pedal-pushed" wheel after all.

Although the heavy automobile traffic around the city has made it somewhat hard for us to find quiet places for Sunday and week-end runs, we have had some most enjoyable trips, and the riders seemed to be greatly benefited both in learning the geography of the surrounding territory, and in "the good and benefit of being a bicycle rider." In the various runs we have taken in Hudson Park, N. Y.; New Brunswick, N. J.; Trenton, Philadelphia, Princeton; Bridgeport, Conn.; New Haven, City Island and practically every place within 50 miles of the city.

Our friends in St. Louis and elsewhere can rest assured that as old as bicycles are, and as long as we have ridden, our enthusiasm instead of dimming, grows with the years.

As far as "easy-going" squads are concerned, I would refer to previous issues of the Bicycling World and Motorcycle Review, which give descriptions and photos of our runs.

Thus, I join with Mr. Barr in the hope that we will hear of more clubs who have taken up the "easy-going" squad runs, and so help us enthuse and to love the trusty old wheel more than ever.

Annual Photograph Run of C. R. C. A.

Columbus Circle, New York City, will be the scene of the start of the annual photograph run of the Century Road Club Association at 9 a. m., on Sunday, June 25. The riders will proceed across Queensboro bridge, meeting the Long Island riders in Long Island City. "Opper's," on Hoffman boulevard, will be the next objective point, and there the photographer will snap the cyclists at 10:30 a. m. Members are requested to wear their medals and century bars, and be on hand promptly at the start. After dinner at Opper's a path-finding trip will be made, tracing the tops of the mountains, hills and dales out towards Flushing and thence home.

The association also extends a cordial invitation to all riders in New York City and vicinity to take part in an open run to Bayonne, N. J., on July 2, starting from Columbus Circle at 9 a. m. On reaching Bayonne the New Jersey Division will be inaugurated and a checking station established. All riders who attend this run will be entertained by the members of the Century Road Club Association, and prizes have been donated for a one and a two mile race and a 500 foot slow race. Swimming in Newark Bay and a baseball game between the visitors and the natives will fill out the day. Many members and non-member riders have signified their intention of joining in the run and a very pleasant outing is expected.

Captain Sylvain Segal, 100 West 88th street, New York City, will be glad to furnish any additional information and to welcome new riders and prospective members.

McKeesport Cyclists Active.

The McKeesport (Pa.) Cyclers Club is a very active organization and seldom misses a Sunday that the members do not take a leisurely run to some spot of interest. Last Sunday they had a run to Washington, leaving McKeesport shortly after five o'clock, arriving at their destination about 9:30. An enjoyable dinner was served at the Auld house ,and the return trip was begun at 1:30. A two weeks trip is being planned for the near future.

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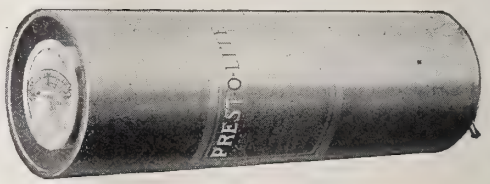
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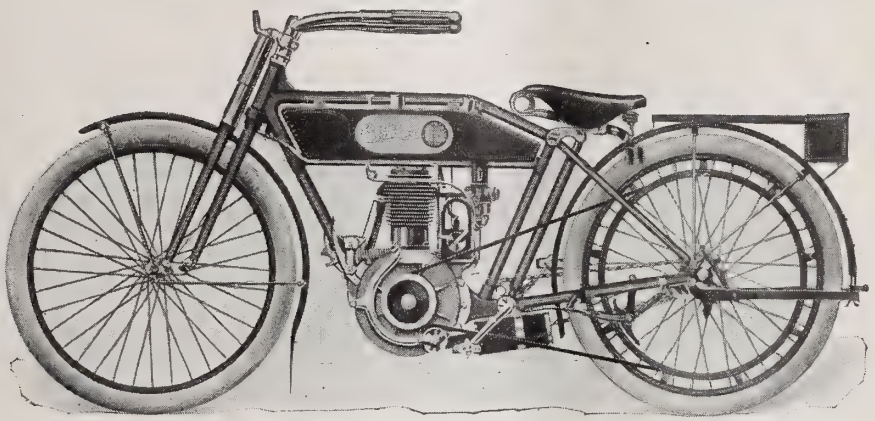
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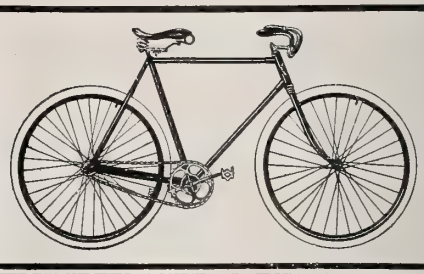


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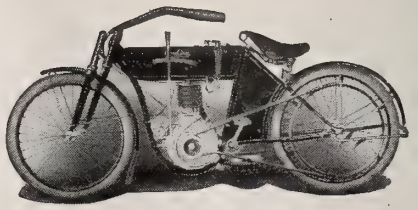
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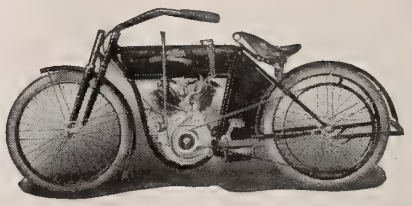


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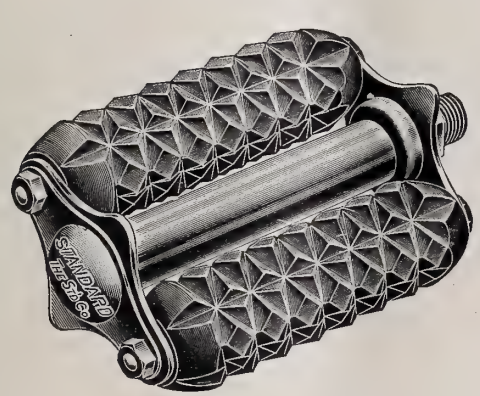
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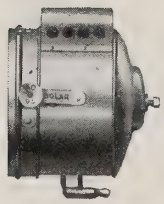
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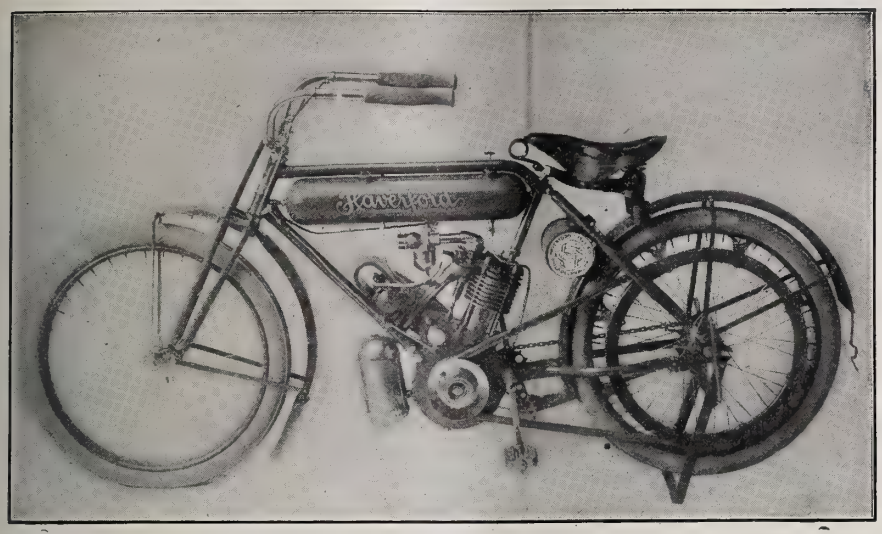
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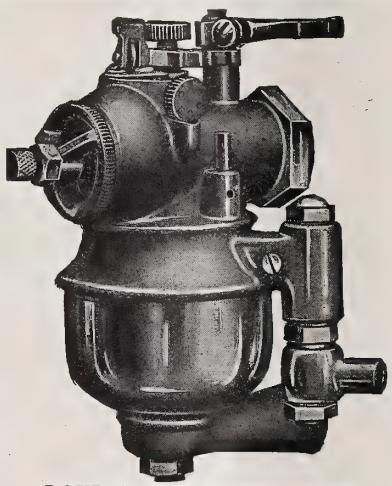
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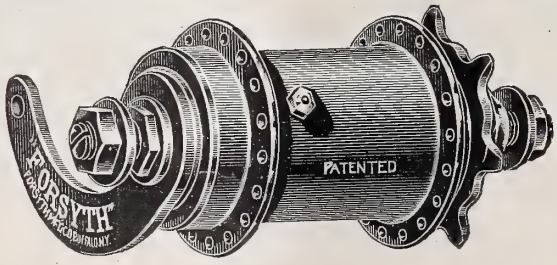


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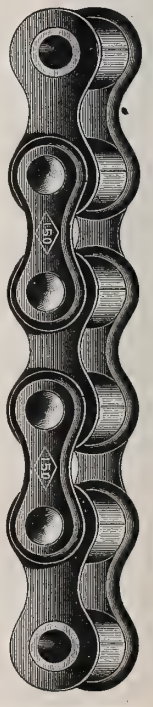
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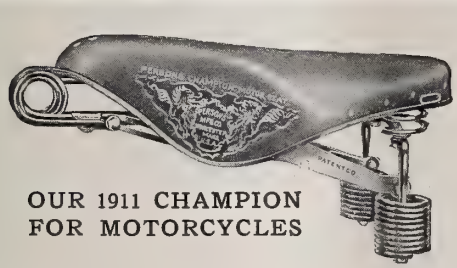


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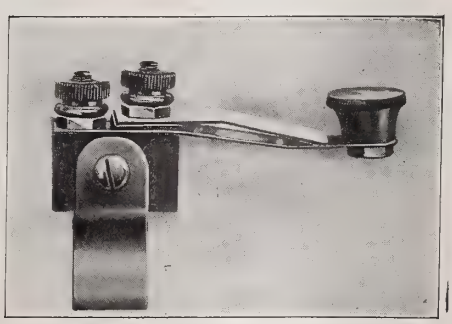
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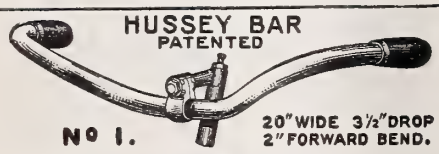
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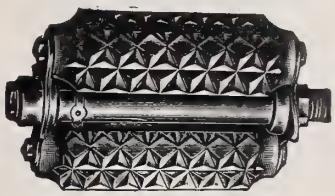
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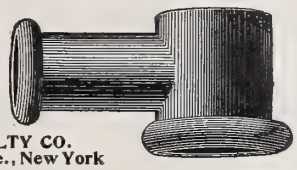
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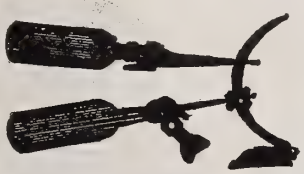
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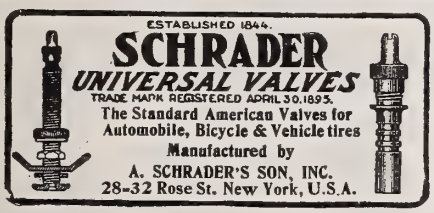
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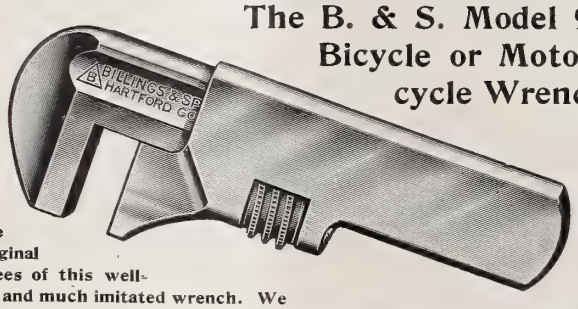
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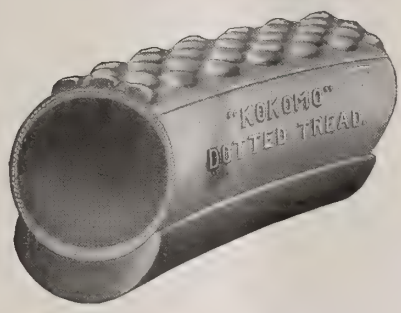
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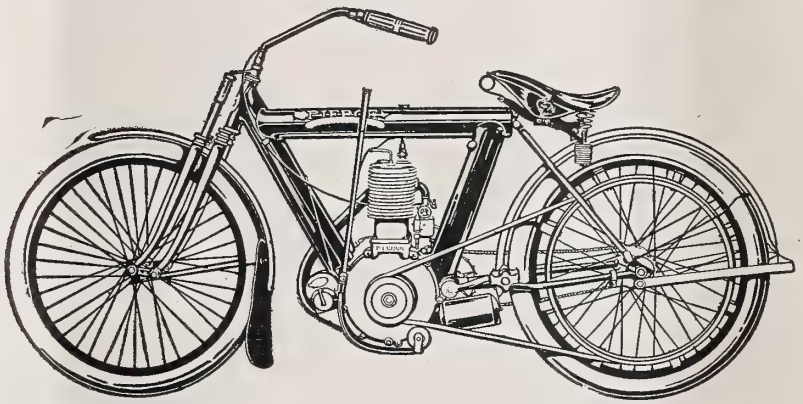
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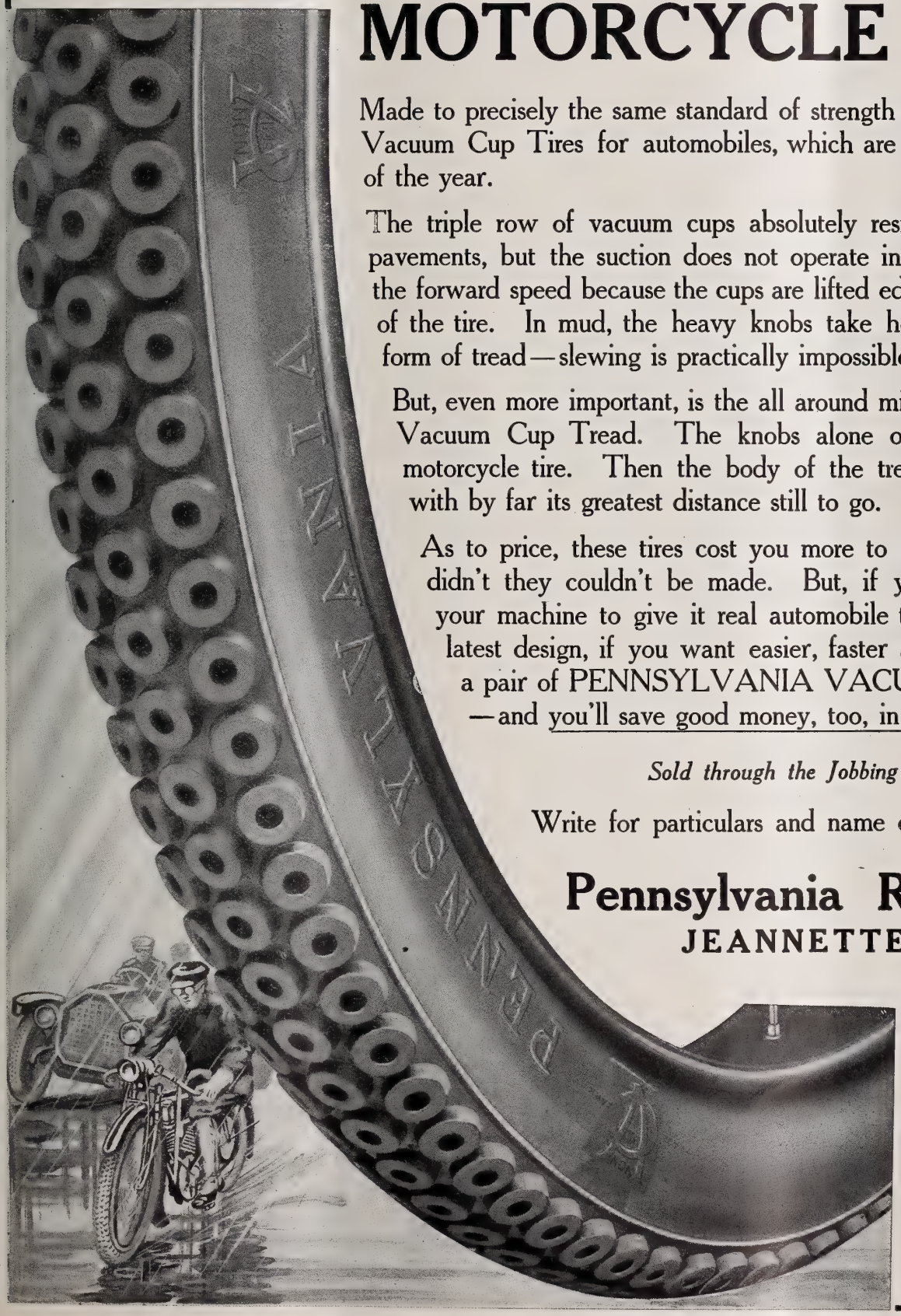
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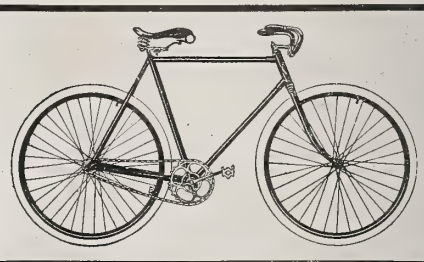


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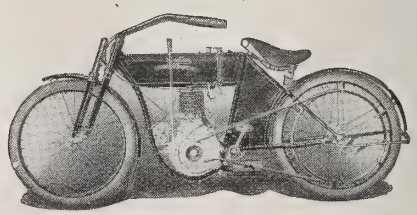
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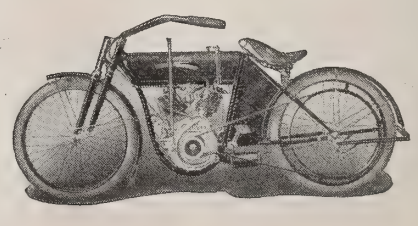


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Angola, Erie County, N. Y.

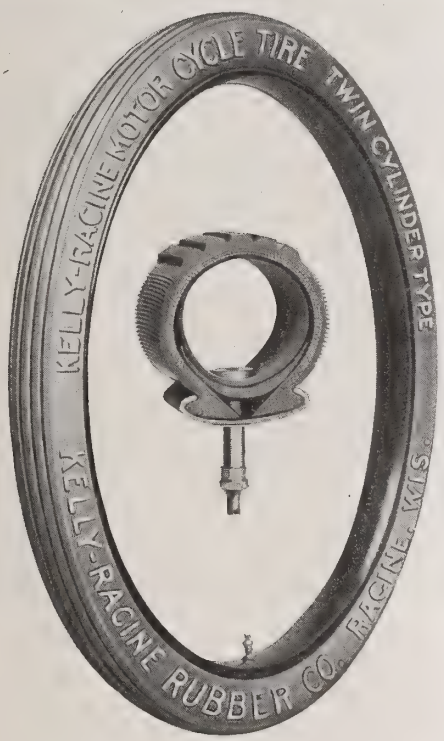
DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

EMBLEM



Kelly-Racine Twin Cylinder MOTORCYCLE TIRES

Built for Business



Absolutely Non-Skid

For Heavy Duty and **Long Service**

This tire is a compound of pure Para rubber, the finest grade of Sea Island cotton and BRAINS. It is built on regular cores, the same as motor car tires, and the same kind of a tire-machine, thus insuring absolute uniformity of construction.

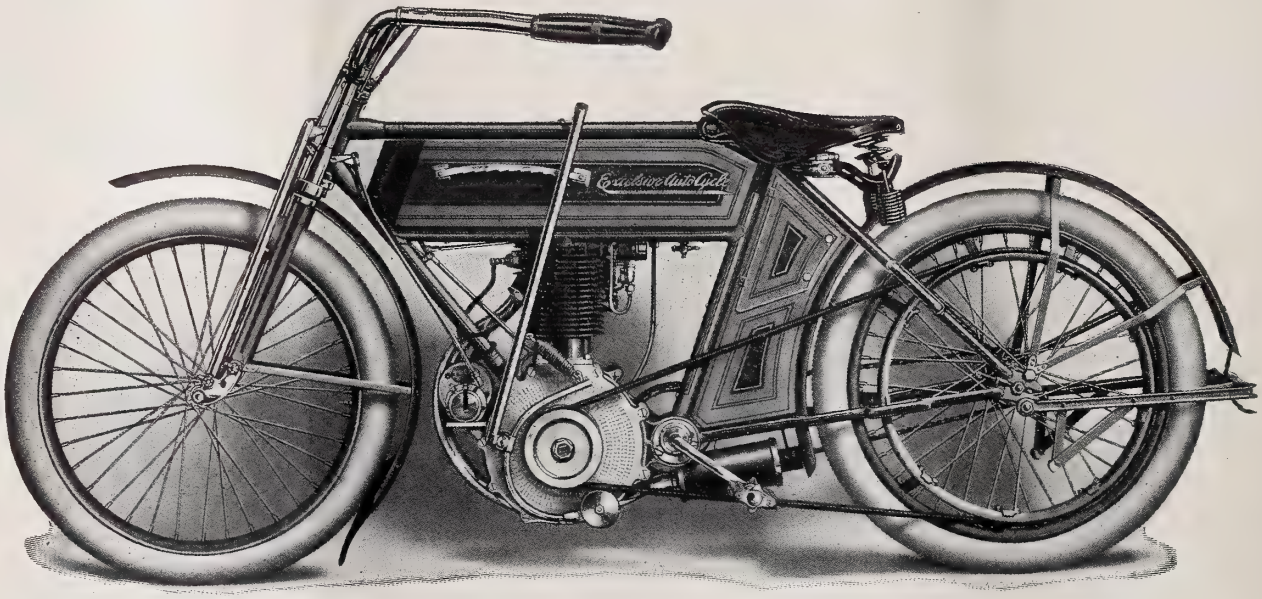
We are believers in the motorcycle business and we are contributing to its advancement in offering to it the finest kind of tire equipment that experience, skill and the resources of the most modern tire plant in the world can produce.

The Kelly-Racine Rubber Co. is closely identified with the motorcycle industry and will specialize in its requirements.

We recommend without reservation the Kelly-Racine Twin Cylinder Motorcycle Tire.

KELLY-RACINE RUBBER COMPANY, Racine, Wis.

ALWAYS MAKES GOOD!



EXCELSIOR AUTO-CYCLE

Telegram from Omaha, June 5—"The Excelsior twin is King of the Speedway—5 miles in 5:10 beating the 7 h. p. ——— and the 7 h. p. ———."

Los Angeles, June 2—"In road race at Colton the twin Excelsior made the ——— and the ——— look like thirty cents. In the Los Angeles club run to Santa Barbara and return 3 Excelsiors made perfect scores. In the San Diego to San Bernardino and back endurance run, 2 Excelsior twins made perfect scores, making a 35% better showing than any other machine."

Santa Ana, Cal., May 30—"Out of 7 events Excelsiors walked away with four firsts and one second."

Chicago—At the races May 28th a count was made of the motorcycles ridden out to the grounds, revealing 153 Excelsiors; next numerically, 89; next 67 and so on.

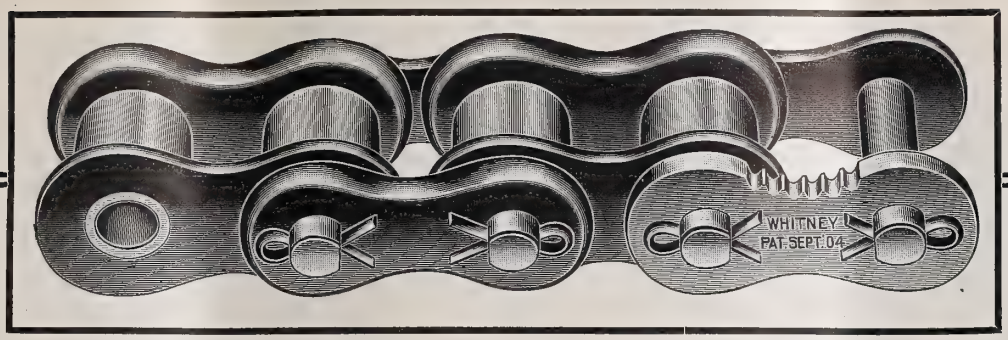
GO TO ANY COMMUNITY WHERE THE EXCELSIOR IS SOLD
AND ASK WHICH IS THE MOST SATISFYING AUTO-CYCLE.

EXCELSIOR SUPPLY COMPANY

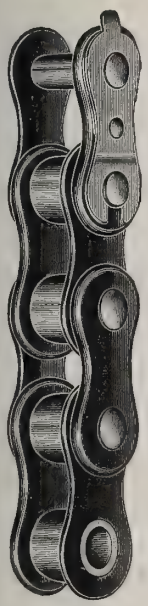
400 W. Randolph St. Member M. M. A. CHICAGO, ILL.

San Francisco Branch—361-363 Golden Gate Ave.

Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.



"WHITNEY" CHAINS



Approved by Men Who Know



Every "Whitney" Chain has a reputation back of it. A reputation of having been tested in the most trying service and never failing to make good. You can't go wrong by placing a "Whitney" Chain on your machine.

We've made chains for years and through our untiring efforts to produce nothing but the best "Whitney" Chains have gained a remarkable reputation. Just try a "Whitney" Chain when making replacements and get acquainted with its merits.

Roller Chains, Block Chains, Quiet Chains, Chain Belts

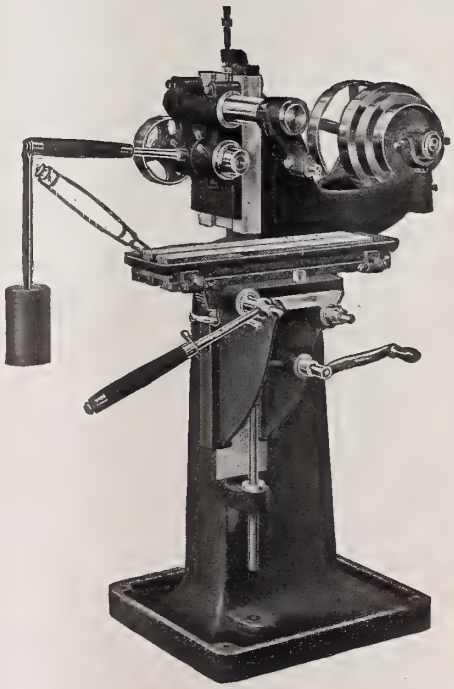
MACHINE DEPARTMENT

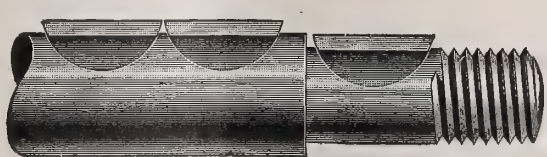
The "Whitney" Hand Miller is the most powerful machine for a wide range of work, on the market.

Our 20 Inch Water Tool Grinder, has no pump, piping or packed joints to get out of order.

Our Presto Chucks and Collets, are great time savers also money savers.

The Woodruff Patent System of Keying—Simple, Rapid, Great Time Saver.

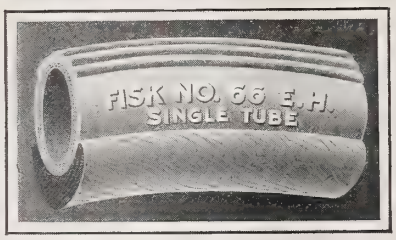




THE WHITNEY MFG. COMPANY, Hartford, Conn.

FISK BICYCLE TIRES

We Recommend These Tires for Extra Hard Usage



FISK NO. 66 EXTRA HEAVY EXPORT Tire combines exceptional strength and durability with resiliency—an unusually high grade road tire. It makes a lasting investment for those who want to pay for the Best.

A CAREFUL investigation of the tire trade shows that 75 per cent. of the high grade and medium price wheels manufactured this year will have Fisk Tires. Iver Johnson, Pierce, Snell, Pope, Yale and Emblem will all be standardly equipped with Fisk Tires.

SEND for our illustrated Bicycle Tire booklet. It contains a lot of information that is useful.

DEALERS: Make sure that your line of Fisk Bicycle Tires is complete.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities

There are Saddles and Saddles BUT the original and only genuine compound-spring saddle is the BROOKS

—And its merits?

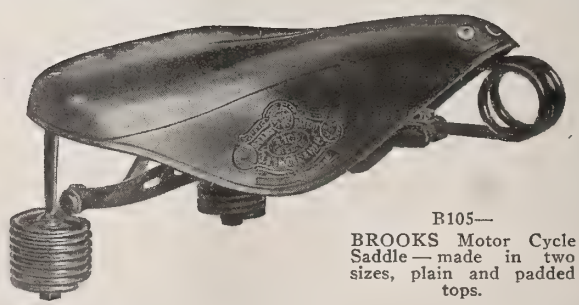
Well, those are best proved by comparison.

The roughest road and the BROOKS are friends—

Because, the perfect compensating action of the BROOKS Spring—the spring which entirely absorbs vibration within itself—ensures also an absolute immunity from bounce—

—And it's just that which the other Saddle never will do—it's just that which irresistably appeals to the rider—and to you, the man who sells the saddle, it's just that which means easy sales and satisfied customers.

Sole Agents for Cycle Saddles BROWN BROS., LTD., 22-34 Gt. Eastern St., London, E. C.



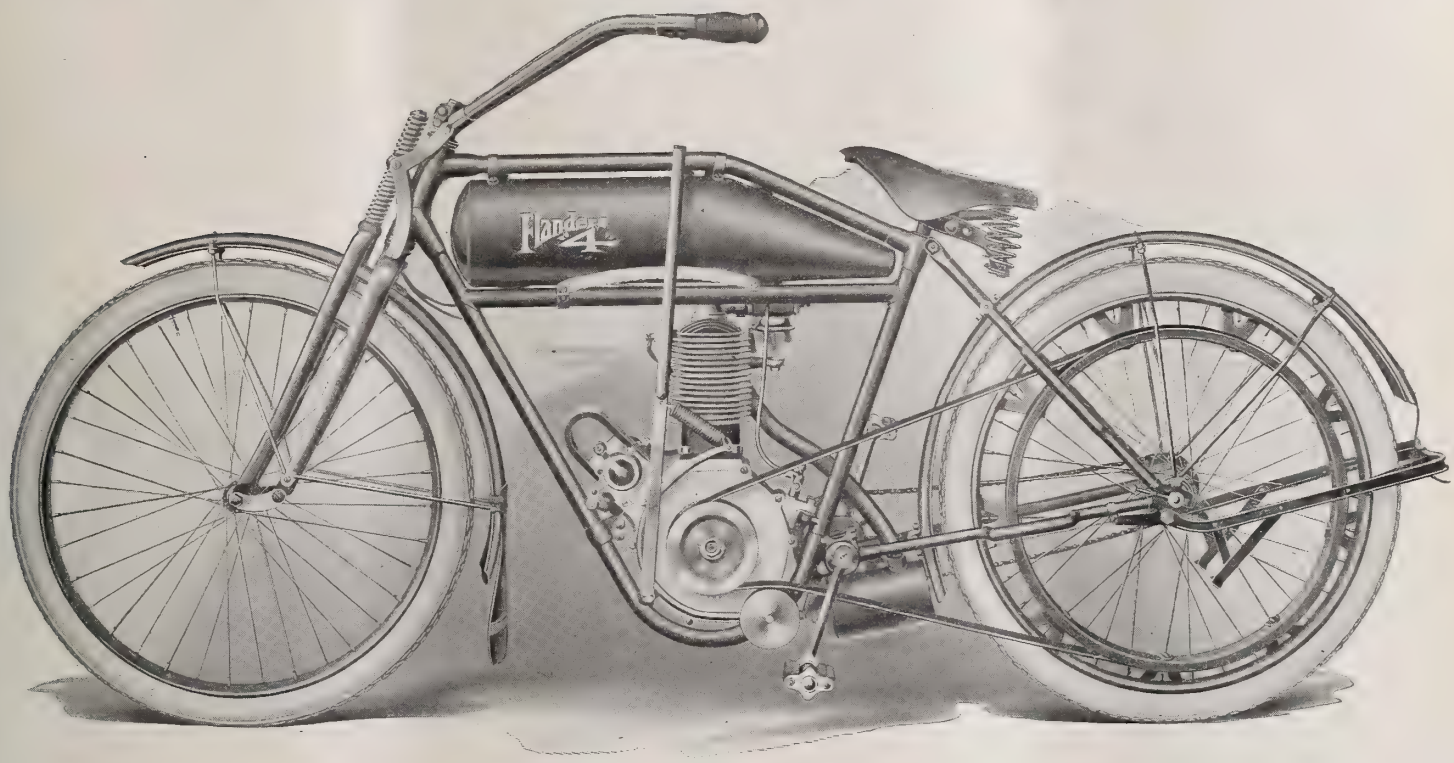
B105—
BROOKS Motor Cycle Saddle—made in two sizes, plain and padded tops.

J. B. BROOKS & CO., Ltd.

73 Criterion Works

BIRMINGHAM, ENG.

Here is the Flanders "4" Motorcycle



Made in the World's Largest Motorcycle Factory. It is a Big, Powerful, Beautiful Machine, Combining all that is Best and the Price is a Little More than Half—$175. Magneto included—of Course.

THIS IS THE MOTORCYCLE you have heard so much about. We hope this announcement will quell the anxiety of other makers—now that they know the worst they may rest easier!

EVER SINCE IT BECAME KNOWN that Flanders, the man who makes the E-M-F "30" and Flanders "20" automobiles, was interested in the manufacture of motorcycles, nothing else has been talked of in trade circles.

IT WAS AMUSING to listen to the many stories that were told. Some of them were weird—and all were far from the truth. They originated doubtless from the fact that it was known we were experimenting on something very different from present types—experiments that may or may not come to something in the future.

HERE ARE THE FACTS: The Flanders "4" is not an experiment in any sense—nor is there a single radical feature about it. It is a standard, four-horse power, belt-driven motorcycle—a trifle larger, longer, yet lighter, and more powerful and much better built than other "4's".

THE PRICE IS SENSATIONAL that's all—price and quality.

YOU WILL RECALL that Flanders' success in the automobile industry was made, not by inventing a new kind of motor car, but by taking the best $2,500 car that could be found, manufacturing them in thousands instead of hundreds and selling them for just half the former price. Of course the profit was small on each car—but on thousands it figured up pretty fast. And the low price made it possible to sell all and more than the big factories could make.

THE REST IS HISTORY—no other car in the whole world enjoys so splendid a reputation. Over 30,000 delighted owners will tell you it has no equal.

NOW GET THIS—it's important! We are following the same plan. We have nothing new—just a standard "four" motorcycle made as much better than others as we know how. The genius of this organization is designing and manufacturing ability—our strong point is making things in immense quantities. We have the capital, the factories and the experience.

THEN WE SELL IT FOR LESS—much less. Why? Simply because if we are to manufacture say 50,000 motorcycles per year we must place the price within the reach of that many people—working men, clerks, as well as business men. Every ten dollars added to the price cuts down the demand—less people can afford the price.

BESIDES IT COSTS HEAVILY to sell an article for more than it is worth. The customer knows about how much he should pay and get one hundred cents' worth for every dollar.

MOTORCYCLES ARE TOO HIGH PRICED—the value isn't there. The Flanders "4" will correct that.

WHEN FLANDERS ENTERED the automobile business prices were fifty per cent. higher than they are now—the reason other makers have been so worried of late was because they knew the advent of Flanders in the motorcycle business meant a revolution of both price and quality in this as it did in the automobile business.

THE PRICE IS $175.00—magneto included—of course. Flanders was the first to say no automobile was complete without a magneto—we say it again now—no motorcycle is complete without a first-class magneto—and we use the Splitdorf—admitted best. Others charge $25 to $40 extra for a magneto—and a foreign one at that.

AS FOR THE REST—we need not waste space here on technical specifications. They are all in the catalog and you can have one for the asking. Suffice it to say this is a full size machine—55½ inch wheel base; 28 inch wheels shod with 2¼ inch tires. Heavily tired for the weight for Flanders "4" is 25 pounds lighter than the next lightest motorcycle of the same size.

WHY? BECAUSE instead of heavy, uncertain steel castings we use drop forgings and stampings scientifically heat treated. In other words, we use the same kind of materials that are used in first-class automobiles and so we are able to make a lighter yet stronger machine. Of course, we need not tell you the advantages of lightness in a motorcycle—you know them yourself.

NOW IF THIS WERE A NEW and unknown concern you might have reason to doubt the quality of this motorcycle—agents for other machines selling for $225 to $350 will, of course, try to tell you a first-class 4 horsepower, belt-driven free engine motorcycle can't be made and sold at a profit for $175.00—including a Splitdorf magneto.

BUT YOU KNOW THE NAME FLANDERS. You know it stands head and shoulders above all others in the automobile industry—and above all you know—all the world knows—that name stands for quality and fair dealing.

SO WE NEEDN'T answer that statement which, of course, other makers will make—because they must. It is the only thing left for them to say.

YES, WE WILL answer it—by saying that the Flanders guarantee goes with every motorcycle—and all the world knows what that means, too.

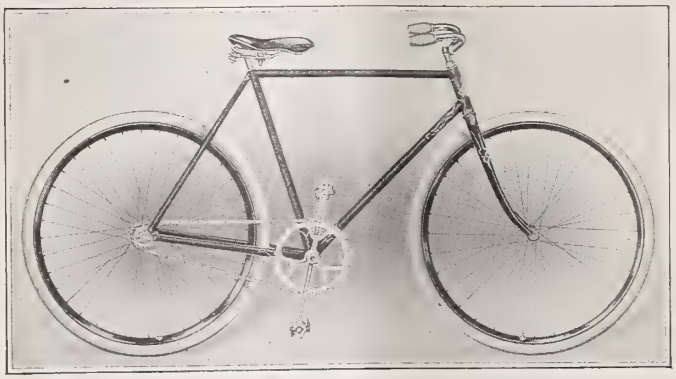
JUST A WORD about deliveries. Already the fame of this machine has spread over the country and we have a large number of orders on hand. You may have to wait a little, but it will be worth it as you will get a better motorcycle for much less.

PERHAPS THERE ISN'T a dealer in your immediate territory yet—we are signing them up as fast as we can, but it takes time, especially as we are very careful to elect the best—men who will properly represent the Flanders policy.

IF THERE ISN'T a dealer in your vicinity you can send your order to the factory direct—it won't get any better service, but we promise you a delivery in your proper order—no partiality.

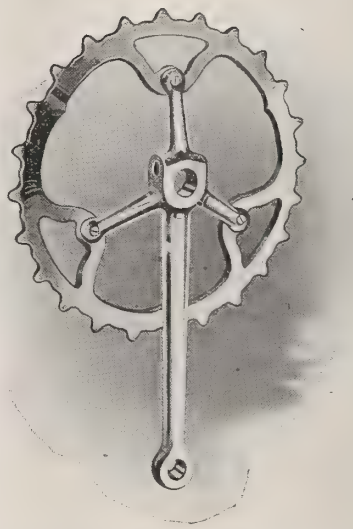
DEALERS: Perhaps we haven't signed up your territory yet—only way to find out is to write our Sales Manager at the factory. You will have to measure up to the standard to secure this agency. So if you want it, hurry—and when writing tell him all about yourself and why you think you are entitled to this plum. Ten of these machines will be sold for every one you are now selling—greater value for the money.

FLANDERS MANUFACTURING COMPANY, Pontiac, Michigan



RAMBLER BICYCLES

Built and Sold on Merit



THE RAMBLER is an exceedingly popular, high-grade Pope quality bicycle with many distinctive and exclusive features. It is sold with or without the Pope Spring Fork, the most successful device of its kind on the market, and a great advantage in clinching sales. For 29 years the Rambler has everywhere been recognized as a bicycle of unvarying high quality. The "claw" crank and "dished" sprocket by which a wide bearing distance is secured in combination with a narrow tread and a chain pull directly over the bearings, are characteristic of the Rambler.

Ramblers Make Friends and Profits for the Dealer

Write for 1911 Catalogue and Terms

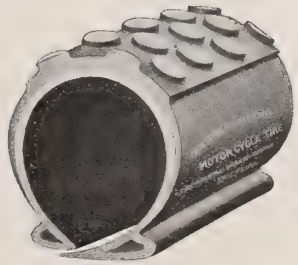
THE POPE MANUFACTURING CO., Hartford, Conn.

The F. A. M. Tours to Buffalo

For the National Meet, July 9-15

afford every motorcyclist a splendid opportunity to participate in a pleasant outing.

Continental-Erie Motorcycle Tires



Anti-Slip Tread

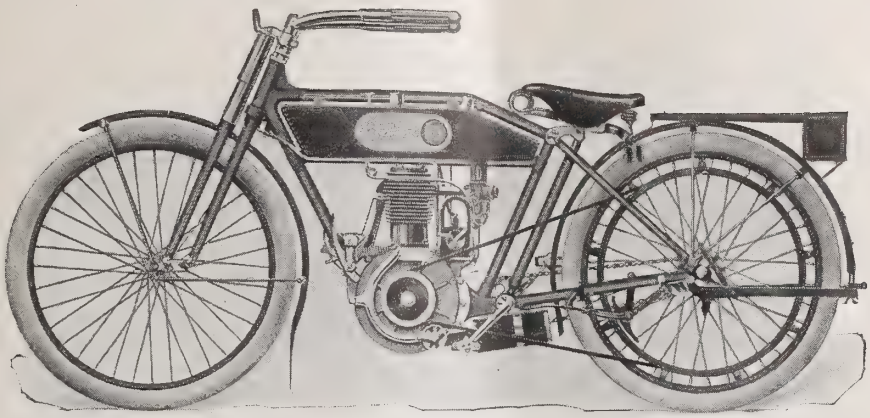
as equipment on your machine will satisfactorily solve the tire problem and relieve you of any unnecessary expense or worry.

Ask Your Jobber — He Knows

CONTINENTAL RUBBER WORKS, Erie, Pa.

New York Branch—43 Murray St.

Do You Know The New R-S



It is beyond question the most up to date, most thoroughly equipped and most efficient, reliable and satisfactory motorcycle ever built.

Note the many exclusive features, such as Double Brake System, Adjustable Foot Rests, Shock Absorbing Seat Post, Ball Bearing Motor with mechanically operated valves, etc.

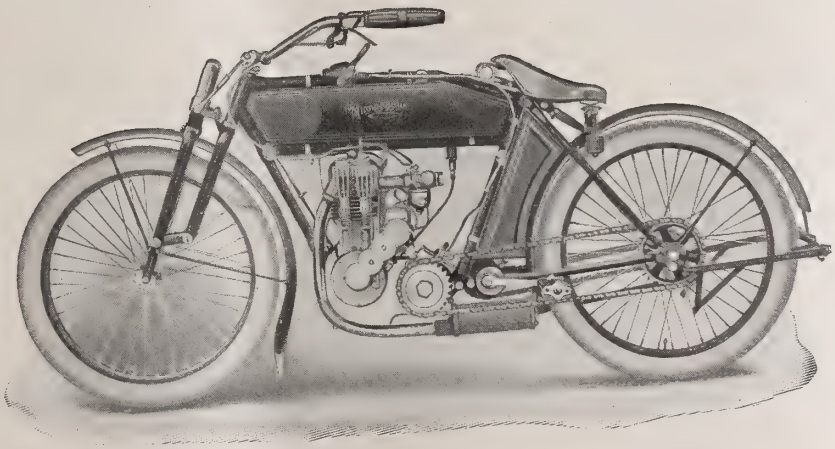
These are only a few points. We can't even begin to enumerate them all in this small space.

Write today for catalogue and booklet, "Vital Points in the Selection of a Motorcycle."

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

Can you think of anything lacking in the Minneapolis "Big Five"

Model "N"



Free Engine Clutch
Two Speed Gear
Unit Power Plant
Full 5 Horsepower
Only One Drive Chain
Large Sprockets
Enclosed Drive Gears
Hess-Bright Bearings
Clutch Runs in Oil
Low Saddle Position
Perfect Spring Fork
Prompt Deliveries

A Money-Maker for Live Dealers. Now is the Time to Get Busy.

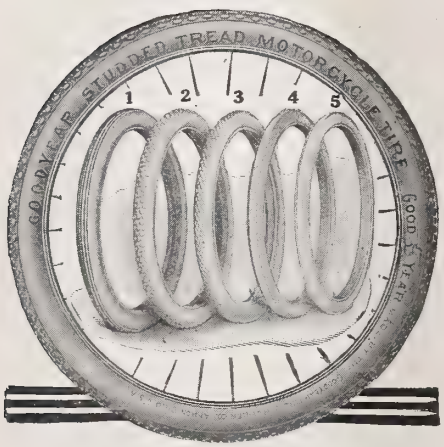
MINNEAPOLIS MOTORCYCLE COMPANY, 517 South 7th St., Minneapolis, Minn.

Another Great Race Won By Goodyear Stock Tires

In the San Antonio Free-for-All (Club Members) Lee Miller covered the 100 miles in 1.49:53.3, including pauses for oil and fuel, which were not subject to time allowance.

This is about **1 mile** in **70 seconds,** average.

Tires were GOODYEAR STUDDED TREAD **STOCK** TIRES.



After this terrific test the tires were in **perfect condition**—practically like **new.**

Why Goodyear Tires Win

They win because they **wear.** They stand up under the fiercest conditions. They are not harmed by causes that put less perfect tires out of commission.

Goodyear Tires are larger—at no increase in price. They have **toughest,** most resilient treads. They **fit** perfectly, all standard rims.

The Great Goodyear "Five"

1—Goodyear Corrugated Tread Tires—For the average give-and-take road.

2—Goodyear Studded Tread Tires—For mud, sand, snow and ice travel. The great endurance run tire. Conical shape of studs and proper space between keeps treads clean.

3—Goodyear Non-Skid Tires—For city pavements. Adopted by Chicago police department.

4 and 5—Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

When your comfort, your speed, your very life depend on your tires, why not be **sure,** and specify one of these famous five.

THE GOODYEAR TIRE & RUBBER CO.
Moal Street, Akron, Ohio
Branches and Agencies in 103 Principal Cities
We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

GOODYEAR
Motorcycle Tires

Read "The Tires of Old War Horse"

Most interesting booklet for motorcyclists. Full of gripping interest to the last page! Tells you how to safeguard against tire loss, tire trouble and tire expense. Actual records—no fancy story.

Just drop us a postal. Write on it just your name and address—a pencil will do—and add "Send me 'Tires of Old War Horse.'"

You'll have book by return mail.

THE GOODYEAR TIRE & RUBBER CO.,
Moal Street, Akron, Ohio.

I am interested in knowing more about Motorcycle Tires. Please send me "Tires of Old War Horse" and other interesting information.

Name .....

Address .....

City or Town.....

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, June 24, 1911. No. 14

SOLUTION OF THE SHOW PROBLEM

Manufacturers Start Campaign for One Week Show—Plan Would Be Advantageous to Motorcycle Trade.

It undoubtedly will be welcome news to motorcycle manufacturers that opposition to two week shows by several of the automobile manufacturers is likely to bring about their abandonment and a return to one week exhibitions at New York and Chicago. While holding two week shows never disrupted the organization of motorcycle factories to the extent that it has the automobile concerns, for the reason that motorcycle exhibitions never have extended beyond one week, the double header functions have not become popular with the motorcycle trade, because motorcycles were crowded out of the pleasure section, where they always had been staged in the past, and relegated to the second week along with the trucks.

In the opinion of some of the automobile manufacturers two week shows are not worth the cost in demoralization which they create at the factories. Present plans call for two shows in New York next January, during the same week, one at the Garden as usual and the other probably at the new Grand Central Palace. Between the two it is quite probable that all exhibitors who care to get in will be taken care of. and while of course all cannot be shown under the one roof, it will obviate the necessity of a two week show, particularly as the Selden Patent no longer is a show factor in the automobile industry.

As a solution of the national show situation, it has been suggested by prominent automobile makers that the National Association of Automobile Manufacturers take control of the national shows in New York and engage as many buildings as may be necessary to allow all exhibitors to display their products during the same week. his plan, of course, would be advantageous to the motorcycle manufacturers, as it would insure their getting space during the week when the attendance would be largest and public enthusiasm strongest. As only one show is held in Chicago annually and that is open to all, the solution is even simpler, and all that would be required to get away from the two week show there would be to engage sufficient buildings to take care of all exhibitors. The suggestion has been accorded quite a welcome in automobile councils, and it is not at all improbable that it will result in a clarifying of the national show situation and the return to one week shows.

Creditors of Greyhound Co. to Meet.

The final meeting of the creditors of the Greyhound Motor Works, Buffalo, N. Y., has been called by Referee C. J. Hamlin for Wednesday, June 28th, at eleven o'clock, in the Bankruptcy Court Rooms of that city. This concern went into bankruptcy some time ago, and the property was purchased by the Greyhound Motor Company. The latter company, of course, is not connected in any way with this final report.

Ijams New Manager for Newerf.

Lee Ijams, who has been head of the specifications department of the Diamond Rubber Co. in San Francisco, has been selected as manager of the W. D. Newerf Rubber Co. in the same city, to succeed A. C. Leonard, who resigned to take charge of the new Goodyear branch there.

COAST BRANCH FOR GOODYEAR

Increasing Business Necessitates Distributing Plant—Building Proposed—Leonard Appointed Manager.

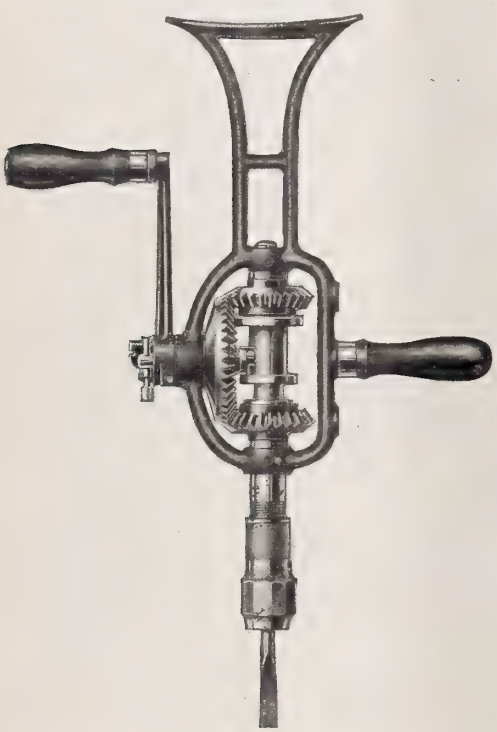
Following its practice of opening branch houses in the larger cities of the United States, The Goodyear Tire and Rubber Company of Akron, Ohio, has recently opened offices and salesrooms in San Francisco to handle the business of that territory. Tentative plans have also been made for the erection of a two story building on Golden Gate Avenue for the company's permanent quarters. A. C. Leonard, who has looked after the Goodyear interests as manager of the Newerf Rubber Company, has been made manager of the Goodyear branch, and will push the Goodyear tire in Northern California in a more aggressive fashion than ever before. Discussing the establishment of the branch, A. F. Osterloh, who is western sales manager for the company, said recently:—

"The business of the Goodyear company on the coast has reached such proportions that we found it would be to our advantage to establish a general distributing plant in San Francisco, from which all northern California could draw its supply. It is impossible for any but a branch house to carry a supply sufficiently large to meet all requirements, and for that reason we severed our connection with the Newerf people, who formerly acted as our agents. The Newerf people will still sell our tires at retail but we will carry on the wholesale business.

"We selected Leonard to manage the branch for he is one of the best known men in the local automobile business."

For Valve Grinding or Drilling.

In order to simplify the operation of valve grinding by hand so that a continuous rotary motion at the crank of the grinding tool will produce a progressive oscillation of the valve, the Ashcroft Manufacturing Co., of New York City, has brought out a new combination implement of the breast drill variety. To secure alternate reversals of the spindle in which the screwdriver which turns the valve is mounted, two bevel pinions are employed, one above and the other below the driving gear which is turned by the crank. The pinions are loose



on the spindle, but are alternatively engaged by a sliding clutch sleeve which is keyed to turn with it. A pin on the face of the driving gear serves to throw the clutch into engagement first with one of the pinions and then the other, the action being such that the screwdriver advances one tooth further to the right each time that it retreats to the left. By this means the abrasive is prevented from grooving the valve and seat and a uniform "bright ring" secured. The tool also is useful for drilling and screwdriving operations, it being possible to turn the spindle in either direction continuously by manipulating the clutch. It is possible to secure a ratchet effect.

Smith Severs Connection with R-S.

George C. Smith, who for the past six years has traveled for the Reading-Standard Co., has tendered his resignation, which took effect June 15. Smith is well known in the cycle and motorcycle trade throughout the country, having traveled all the States east of the Missouri River from Canada to Mexico. Prior to this he traveled for eight years for the Pope Mfg. Co. In the old racing days he captured many State and national championships and held for a time the world's quarter-mile record. After a few years of racing he conducted a large retail bicycle store in Yonkers.

Infringement of Patent Sustained.

Overruling the exceptions filed to the master's report which fixed the amount of damages to which the plaintiffs were entitled, Judge James P. Platt in the United States Circuit Court at Hartford, Conn., on the 22d inst., sustained the report in the suit brought by Stevens & Co., of New York City, against David Epstein, of Bridgeport, Conn., for aleged infringement of letters patent covering bicycle tire brass plugs. Previously Judge Platt had heard the action and found that the alleged infringement existed, and appointed Charles E. Pickett as master to fix an accounting. The master decided that the plaintiffs were entitled to recover $4,251.18 damages.

Races in Buffalo Dealer's Window.

One of the best drawing cards which has appeared in the window of bicycle dealers in Buffalo, N. Y., in a long time are the roller races between Al Krushel, a local roller crack, and J. C. Sutter, a vaudeville circuit chaser, who are riding daily matches this week in the windows of the Poppenberg Cycle Co., on Main street. Crowds gather at the windows and show great interest in the exhibitions. Iver Johnson bicycles are used by the riders.

A Directory of Accessories.

The Gorham-Revere Rubber Company, successor to the Pacific Coast Rubber Company, of Portland, Ore., has recently issued a 96 page catalog for 1911, in which is listed everything that a bicycle rider could possibly use in the way of tools and accessories. Of interest to the motorcyclist is the Fentress combination seat and carrier, an attachment that may be used as a tandem seat or a baggage carrier.

Motorcycles Abroad More Popular.

According to the Consular Reports there was increase of over 15 per cent. in the number of motorcycles used in the United Kingdom during the year 1910. On September 30, 1910, there were 86,416 machines registered, against 75,000 the previous year. Importations of motorcycles into the United Kingdom also showed a great increase, being about $437,985 for 1910 against $218,992 in 1909.

Californians Incorporate Company.

The Arkell Motorcycle Company has recently been incorporated in Fresno, Cal., with the following directors: Joseph Arkell, A. H. Greely and E. A. Williams. The capital stock is authorized at $10,000. A general motorcycle business will be conducted by the new concern.

New Motorcycle "Foot Wear."

Motorcyclists now have another brand to choose from in selecting "foot wear" for their machines, in the Kelly-Racine Twin Cylinder motorcycle tire, which hails from the new plant of the Kelly-Racine Rubber Co., Racine, Wis. Its name indicates that it is built to stand up under the severe punishment which a multi-cylinder motorcycle inflicts on tires, and by the same token the twin tire should give even greater mileage and satisfaction on single cylinder machines. The accompanying illus-



tration shows what the new tire looks like both inside and out, the cross section giving an idea of the thickness of the tread and side walls. The tire is manufactured on a tire machine, and built up on regular cores, a method which is said to produce the best service and longest wear. Corrugated and anti-skid treads are furnished.

Motorcycle Stolen in Atlanta.

Samuel S. Wallace, of the Georgia School of Technology, Atlanta, Ga., is bemoaning the loss of his 1911 single cylinder Harley-Davidson, which some unknown person "borrowed" on the 3d. The machine was finished in standard gray, magneto equipped and had been run less than 300 miles. The motor number was 1112A and the tires G. & J. bailey treads.

Fearing Opens New Garage.

E. W. Fearing, the Harley-Davidson dealer in Oak Park, Ill., has recently opened a new motorcycle garage at 620 East avenue, that city, and as he is one of those progressive fellows who are forcing the retail motorcycle business to a place of importance in the motorcycle world, the success of the new venture is assured.

NEW RULES AFFECTING GARAGES

Designed to Regulate Automobile Establishments, They Also Affect Motorcycle Shops—Big Fees Proposed.

Eternal vigilance truly may be said to be the price of freedom for motorcyclists of New York City, from taxation, for hardly had they killed the threatened state legislation to include them in the automobile law, which would have required them to pay a fee and carry numbers, than they are attacked from another source. This time the attack is directed against motorcycle dealers and repair men but indirectly affects a great number of riders who store their machines.

Under the broad general term of motor vehicles, motorcycles are included in the new regulations for garages formulated by the Municipal Explosives Commission of New York City, which, if approved by the mayor, will add considerable to the burden and cost of doing business by the dealers and repairmen. A public hearing on the proposed regulations will be held by the Commission on July 17, at 10.30 a. m., at Fire Headquarters, 157 East Sixty-seventh street.

As defined by the revised rules, a garage is held to be any building or enclosure where a motor vehicle is stored, and it will be unlawful to store a motor vehicle containing inflammable oils, save in a building or enclosure for which a permit has been issued by the fire commissioner. This latter section strikes at private owners who store their machines at their residences. Many stringent requirements must be complied with to secure a garage permit, and the regulations, if passed in their present form, would seriously affect the business of not a few dealers and repairmen.

Gasoline tanks of all motor vehicles which are stored or kept in a garage, must be fitted with a fusible plug approved by the fire commissioner. The purpose of this plug is that it shall melt when fire reaches it, thus releasing the pressure in the tank and preventing the explosion of the contents. All lights on a motor vehicle must be extinguished before it is brought into a garage. Signs with the words "Smoking Unlawful" shall be displayed on each floor of a garage, and the carrying of lighted tobacco in any form in garages is forbidden.

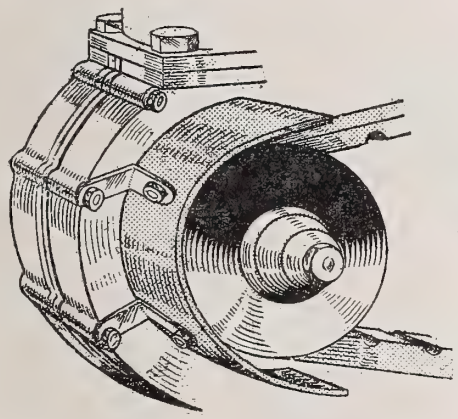
Each applicant to whom a garage permit is granted shall pay an annual fee of $5 for each motor vehicle stored on his premises. This is nothing less than a direct tax on every machine stored in a garage. Garage keepers who are licensed to handle inflammable oils shall file a bond of not less than $5,000, the exact amount to be fixed by the fire commissioner, and also shall pay an annual fee of $50 for each single storage tank and $25 for each additional storage tank.

Motor vehicle repair shops are defined as buildings or enclosures where motor vehicles are repaired for hire or by hired employees. It shall be unlawful for any person to keep or maintain a motor vehicle repair shop in New York City unless he has obtained a permit from the fire commissioner. Persons who have been granted garage permits are exempt. It shall be unlawful to store or keep inflammable oils or calcium carbide in any motor vehicle repair shop. A permit to operate a motor vehicle repair shop shall cost $25 annually.

All persons having charge of garages must hold a certificate of fitness to be issued by the fire commissioner. The commissioner shall designate the number of persons required to hold such a certificate, and presumably will determine by examination the fitness of each garage manager to have charge of such an establishment.

Simple Means for Protecting Pulley.

Front pulley guards are desirable, if not necessary, as they prevent slipping to a considerable extent by keeping mud and water off the pulley and belt. Belt slippage in very bad going occurs on the front



pulley when mud or water is splashed on it. The accompanying illustration shows a simple belt guard that an English motorcyclist devised and fitted to his machine. The shield is made of sheet iron and is fastened to the motor by clips held by the crank case bolts.

Paris Factory for Splitdorf.

Owing to the fact that the Eurropean trade has become of such a magnitude that the duty upon American magnetos has become quite an item, together with the shipping rates, C. F. Splitdorf, manufacturer of Splitdorf coil spark plugs and magnetos, has decided to open a branch factory in Paris and meet the foreigners on their own ground. The New York factory occupies four buildings, with a floor space of over 130,000 square feet, and gives employment to 100 skilled electrical workers.

COMBINES EIGHT TOOLS IN ONE

Corson Brings His Inventive Talent to Bear With Notable Result—Affords Pliers or Can Opener.

Combination tools are far from new, but if there are any which combine a greater number of useful functions than the Magic, which is made by the Hood Mfg. Co., 221 Columbus avenue, Boston, Mass., of which E. Hood Corson, the former Indian agent, is the moving spirit, they are not easily recalled. Though it is styled "Magic," there is nothing necromantic or sorcerous about it—it is just a plain article of considerable utility and furnishes a striking example of Yankee ingenuity. The tool somewhat resembles a pair of regulation pliers, but the resemblance ends there. The Magic has no less than seven other distinct uses. While the desirability of a nut cracker or a can opener as part of the equipment of a motorcycle may be questioned, wrenches, both of the variety suitable for holding ordinary square and hexagonal nuts and for holding smooth round pipes or other objects, always are necessary, and all four of these articles are incorporated in the Magic. In addition, the handles which are quite long, may be used as tire irons should occasion demand, while the ends of them form a screwdriver and a tack lifter, respectively.

Substitute for Rubber Discovered.

Soya beans are the latest substitute for rubber to be announced. A patent has been granted in Germany to a citizen for the manufacture of a product intended to take the place of rubber, which has for its foundation the Soya bean. The process consists of the reduction of the bean to a thick, tough liquid. After further treatment the mixture is heated to 150 degrees, giving a tough, highly elastic substance similar to rubber, which can be vulcanized.

Eagle Will Sell Own Productions.

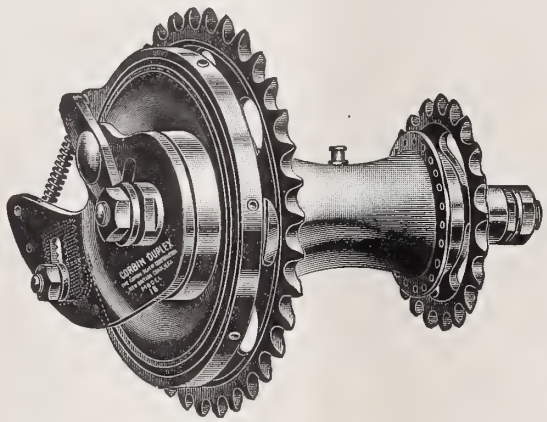
Products of the Eagle Co., Newark, N. J., which includes spark plugs, will be marketed direct hereafter by that concern, which is a kin of the Standard Co., Torrington, Conn., which makes motorcycle fittings. Heretofore the Emil Grossman Co. has acted as selling agents for Eagle wares.

New Company to Sell Bulb Horns.

With the purpose of controlling the entire output of bulb horns manufactured by the Nonpareil Horn Company of New York and the Automobile Supply Company of Brooklyn, J. J. Cohn, president of the former company, has successfully consumated the formation of a selling company, to be known as the United States Horn Company, and offices have been established at 291-295 Broadway.

CORBIN

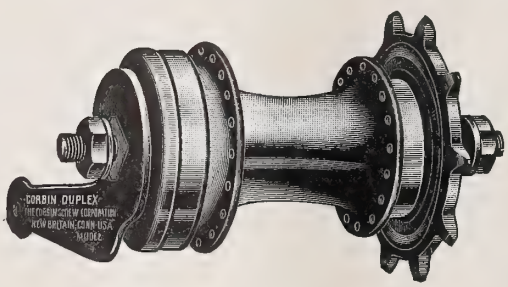
THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.



Corbin V-Band Motorcycle Brake

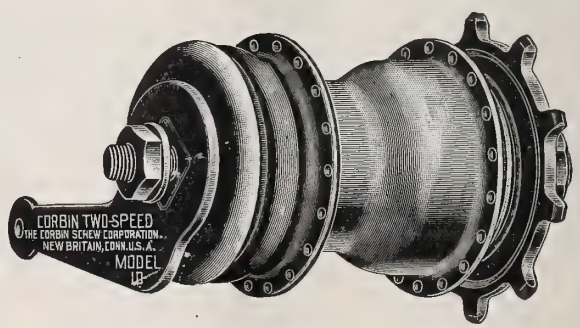
Built on a scale commensurate with the duties of a high speed motorcycle brake.

By the use of a V-shaped drum and a triangular friction band, 50 per cent. more braking surface than on previous models, is obtained, and the flat band is superseded. The releasing mechanism is entirely outside, acting directly on the end of the brake band, making its action easy and reliable. There is no interference with chains. Altogether it is the most effective motorcycle brake on the market.



Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two-Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.

Corbin Screw Corporation

New Britain, Connecticut

Licensed Coaster Brake Manufacturers

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NEW YORK, JUNE 24, 1911.

Work for Legal Action Committee.

There is more work for the F. A. M. Legal Action Committee to do in New York City, for no more drastic ordinance ever has been aimed at motorcyclists of the metropolis, including private owners, dealers, repairmen and all having to do with the use or handling of motorcycles, than the proposed new garage regulations which have been drafted by the Municipal Explosives Commission of New York City. A public hearing on the proposed ordinance will be held on July 17 at 10.30 a. m., at Fire Headquarters, 157 East Sixty-seventh street, and it behooves not only the F. A. M., but all local clubs, dealers and riders, to get together and attend the hearing in force to fight against the inclusion of motorcycles in the ordinances as formulated.

The passage of such an ordinance in its present form will inflict restrictions and burdens on all having to do with motorcycles in New York City, such as they little imagine. Some of the provisions of the regulations which apply to motorcycles are particularly pernicious. Motorcycles are defined as motor vehicles, classing them with automobiles and subjecting them to the same restrictions as to storing in garages and repair shops. A garage is defined as any building or enclosure where a motor vehicle is stored. Therefore if a private owner keeps his machine in the building in which he resides it becomes a garage and a garage permit must be secured.

No motor vehicle may be stored in any building or enclosure without a garage permit. More than one motor vehicle may not be stored anywhere within 50 feet of a church, school or public meeting-place. This also includes frame houses, so that a suburbanite living in a frame house may not keep more than one motorcycle on the premises without a special permit.

Dealers also are hit hard by the proposed regulations. For each machine on storage an annual fee of $5 wil be exacted, which is nothing more or less than a tax on every motorcycle stored with a dealer. It is quite certain that ultimately such a tax would come out of the owner's pocket. Where a dealer handles inflammable oils he must file a bond of not less than $5,000 and shall pay an annual fee of $50 for one storage tank and $25 for each additional tank.

Repair shops do not escape lightly either. No motor vehicle repair shop, and this is defined specifically, shall be operated without a permit, and this permit will cost $25 annually. All managers of garages or repair shops must be examined by the fire commissioner to show their fitness to be in charge of such establishments. The provisions quoted are sufficient to show that the ordinance has fangs, and if motorcyclists would escape them it is their duty to get together and have the motorcycle eliminated.

Hardly a motorcycle manufacturer but will welcome with open arms the suggestion of the automobile makers to return to one week national shows at New York and Chicago. The stowing away of the motorcycle section in the second week of both shows last winter, where trucks and a few accessory makers were the only other company present, largely was responsible for the instigation of the movement looking to an independent motorcycle show in both cities simultaneously with the automobile shows next winter, unless better representation is accorded the motorcycle interests by the show committees.

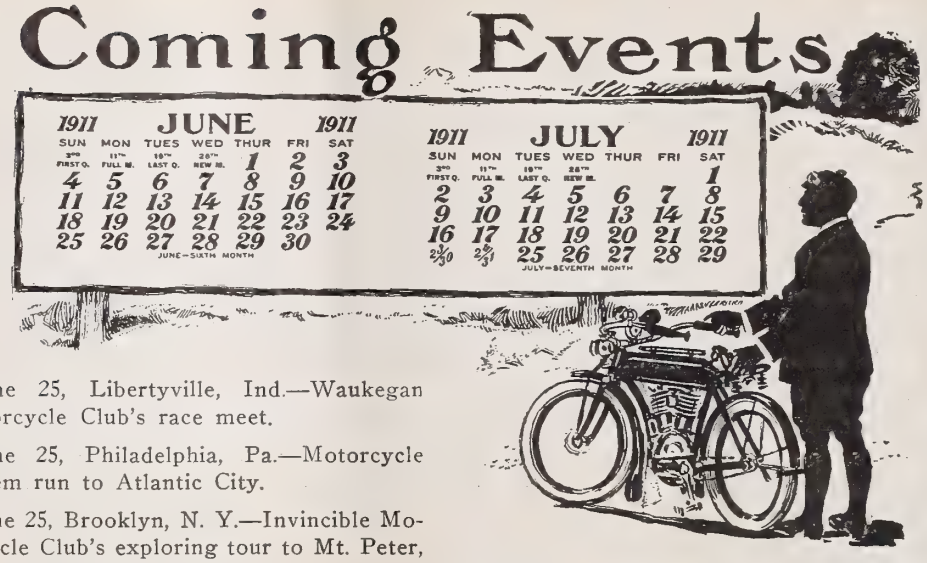
It was the contention of the motorcycle people, and rightly too, that more prospective buyers attended the show during the first week and that the motorcycle being chiefly a pleasure vehicle, should have been placed with the touring cars. Many people who attended the first week's exhibition did not attend the second week, as they had no interest in trucks and either overlooked the fact or did not know that the motorcycles also were present that week.

As quite a number of the influential automobile makers are vigorously opposed to a repetition of two week shows, it is quite probable that something tangible will come of the suggestion that both of the national shows be compressed to one week, even at the cost of letting them overflow into several buildings to take care of all exhibitors. This change undoubtedly would prove agreeable to the motorcycle manufacturers as it would give them a chance to get back in the pleasure car section where the largest crowds gather, and also would stifle the talk of an independent motorcycle show for the present at least.

In casting about for a man of the necessary caliber to succeed President Willis of the F. A. M., who has declined to accept a third term, the delegates cannot afford to overlook E. M. Estabrook, of Bangor, Me., the chairman of the membership committee. Inasmuch as Eastern vice-president Wilber, who seemed the logical man for elevation to the office of chief executive, is forced to retire from active affairs on account of ill health Estabrook at the present time seems the best man in sight for the honor.

As to Estabrook's ability successfully to fill the presidential chair, his work at the head of the membership committee during the past year is convincing evidence. Due chiefly to his efforts, which have been given to the service of the organization most unsparingly on every day and night when the work required, the membership has been increased oer 5,000 since the last annual meet. The systematization of the work of his bureau, the evolution of new methods for the simplification and more efficient prosecution of membership recruiting and the results which have been attained under his direction, loom up among the real big accomplishments of the past year in F. A. M. affairs.

Coming Events



June 25, Libertyville, Ind.—Waukegan Motorcycle Club's race meet.

June 25, Philadelphia, Pa.—Motorcycle tandem run to Atlantic City.

June 25, Brooklyn, N. Y.—Invincible Motorcycle Club's exploring tour to Mt. Peter, N. Y., 106 miles; open.

June 30, Douglas, Isle of Man, Great Britain—First junior international Tourist Trophy race; 187½ miles.

July 1, Rochester N. Y.—Rochester Motorcycle Club's race meet.

July 1, Waterloo, Ont.—Dominion cycle race championships.

July 1, Milwaukee, Wis.—Milwaukee Motorcycle Club's race meet at State fair grounds; open.

July 1, Milwaukee, Wis.—Milwaukee Motorcycle Club's race meet at fair grounds track.

July 2, Toledo, O.—Toledo Motorcycle Club's second annual race meet at Fair Grounds.

July 2, Chicago, Ill.—Motorcycle races at Hawthorne track, under auspices of the National Association of Letter Carriers.

July 3, Rockford, Ill.—Start of six days run of Illinois-Iowa Motorcycle Association.

July 3-4, Muskogee, Okla.—Motorcycle races on half-mile track.

July 3-4, Indianapolis, Ind.—Indiana Motorcycle Club's race meet.

July 3, Douglas, Isle of Man, Great Britain—Fifth senior international Tourist Trophy race; 187½ miles.

July 4, Elizabeth City, N. C.—Motorcycle races; open.

July 4, Springfield, Ill.—Springfield Motorcycle Club's race meet.

July 4, Bridgeton, N. J.—Atlantic City Motorcycle Club's race meet.

July 4, Kansas City, Mo.—Motorcycle races at Elm Ridge track.

July 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

July 4, Richmond, Ind.—Motorcycle races by Richmond Motorcycle Club at the driving park.

July 4, Terre Haute, Ind.—Terre Haute Motorcycle Club's race meet.

July 4, Bridgeport, Conn.—Bridgeport Motorcycle Club's race meet.

July 4, Birmingham, Ala.—Motorcycle races under auspices of Fourth of July Celebration Association.

July 4, Jacksonville, Fla.—Jacksonville Motorcycle Club's race meet.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

July 4, Asbury Park, N. J.— Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 4, Rahway, N. J.—Pierce Cycle clubs of Rahway and Perth Amboy bicycle handicap 25 mile race to Elizabeth, N. J.

July 6-9, Elgin, Ill.—Illinois-Iowa Motorcycle Association race meet.

July 7, Clinton, Ia.—Motorcycle races.

July 8, Asbury Park, N. J.—Motorcycle races at Asbury Park Athletic Park track.

July 8-9, Chicago, Ill.—Inaugural meet on Riverview Stadium-Motordrome.

July 9, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

July 9-12, Chicago, Ill.—Start of F. A. M. Western District tour to Buffalo.

July 9-12, Providence, R. I.—Start of F. A. M. Eastern District tour to Buffalo.

July 9-20, Providence, R. I.—Providence Motorcycle Club's tour to Niagara Falls, N. Y., and return; open.

July 10-15, Buffalo, N. Y.—Annual national convention and national championship race meet of the Federation of American Motorcyclists.

July 14-15, Fort Erie, Ont.—Buffalo Motorcycle Club's national championship race meet at Fort Erie track.

July 15, Rochester, N. Y.—Rochester Motorcycle Club's race meet at Crittenden Park.

July 18-21, Alliance, Ohio—Motorcycle races at Rockhill track.

August 6, Detroit, Mich.—Detroit Motorcycle Club's race meet.

July 23, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

CORRESPONDENCE

About Straightaway Time Trials.

Editor of the Bicycling World and Motorcycle Review:

Please answer the following in your valuable paper: Under what conditions did Percy Lawrence make the amateur 1-6 mile record of 16⅘ seconds? I would like to know if it is permissible to try for it from a flying start on a straightaway course.

S. W. J. TRACY,
New Orleans, La.

(Lawrence made this record from a flying start on a board track. All time trials are made from flying starts and in nearly all cases are made on board tracks, as these are much faster than any ordinary straightaway road or beach. It is permissible, however, to make a time trial on a straightaway course.)

California Clubs Unite for Races.

Arrangements are now being made for what is believed will be the best and largest motorcycle races ever held in Redlands, Cal., on July 4th. Although the motorcycle clubs of Riverside and San Bernardino have not been on the best of terms, they have buried the hatchet and joined with the Redlands Club in preparing this meet. The clubs are working hard and expect to have a very large entry list, with the names of all of the best riders of California and surrounding territory. The program will be a large one, but of course the centre of interest will be on the big free-for-alls, singles and twins.

Chain Drive Yale for Toledo Races.

At least one surprise will be sprung at the race meet of the Toledo (O.) Motorcycle Club on July 2, at the fair grounds track, and that is a new chain drive Yale racer which is being built by A. R. Oberwegner of Toledo, who expects his latest flyer to show quite some class. Numerous entries are promised from several other cities and large blocks of seats have been taken by the Cleveland and Columbus clubs.

TAFT TO VIEW INDIANA RACES

He is Expected to Present Prizes to Winners on the Fourth—Good Racing Assured.

At least $600 worth of prizes will be given away to the winners of the motorcycle races at the Indiana Motorcycle Club meet at the mile Indiana State Fair Grounds track on July 3 and 4. This is the announcement of the Associated Brotherhoods of Trainmen, who are putting up the prizes for the meet, which will be held in connection with their mammoth picnic on the two days. As the meet is only open to trade riders and private owners, there will be no cash prizes, but it is very probable that prizes other than medals and trophy cups will be awarded. The Indiana Motorcycle Club officials feel that most of the riders are tired of winning cups, as they have about all they can take care of, and they want something that they can use. The prizes that will be given at Indianapolis, while not yet definitely decided upon, will very probably be articles that the riders can wear or use. If the permission of the F. A. M. is granted, orders for suits of clothes, or certificates good for a certain amount of merchandise at certain Indianapolis stores, will be given. It is thought that the riders will appreciate such prizes more than trophies, although a few trophies or medals will probably be given to the winners of special events. Some of the Indianapolis dealers will probably give additional prizes.

The races will be the best that the club has ever pulled off, according to the present prospect. All of the factories have promised to send their best riders to the meet, and some of the Indianapolis dealers are making special trips to the factories to see that they do send their best riders. There will be seven events on each day's program. There is a race meet at Toledo on July 2 and it is the intention of the Indiana Motorcycle Club to bring the whole set of Toledo entrants to Indianapolis on July 3 and 4. The meet is being advertised all over Indiana, Ohio and Illinois and a crowd of at least 75,000 or 80,000 people is expected to witness the racing on July 4th. This last week 10,000 posters, 10 feet high, were put all over Indiana and before the next two weeks the three States will be literally covered with the advertisements. On the day of the third, admission to the Fair Grounds will be free, with a 25 cent admission to the grandstand. On this day there will be a picnic by the trainmen. On the Fourth of July, admission to grounds will be 50 cents, with prices in the grandstand ranging from $1 to 25 cents. As an added attraction on the Fourth, there will be a head-on collision between two 35-ton express engines, that have just been taken off the road. A special track is being built at the Fair grounds for the smash-up, and it promises to be a great sight.

The attraction at the motorcycle races, which although not boked as the main attraction, but which will be the main feature, will be President Taft. Mr. Taft is coming to Indianapolis especially for the motorcycle races and the head-on collision. The President's program for the Fourth of July has already been made, and he will be at the race track from 2:10 to 5 p. m. to be exact. A special stand will be built, from which the President and a few of his party will watch the races. The Indiana Motorcycle Club is planning to have President Taft award the prizes to the winner of the first race of the program. The program includes a number of five and ten mile races for stock, belt, chain and private owned machines, with the cubic inch displacement varying from 30.50 to 61 cubic inches and under. The feature events of each day's card will be an unlimited pursuit race open to machines of 61 cubic inches and under, on July 3, and a one hour race for the same size machines on July 4th, both events being open to all riders.

MAKING GOOD TIME IN PHILADELPHIA TO CHICAGO TRIP.



Leaving Philadelphia Monday morning, 18th inst., Miss Kathryn Kelley, who has undertaken to ride to Chicago on a Merkel motorcycle, and thereby be the first woman to accomplish such a long journey on a motorcycle, arrived in New York Monday afternoon. She was accompanied by A. G. Chapple, of the Merkel forces, who is acting as escort. He reported that tire trouble was the only mishap of the first day and that Miss Kelly is not afraid to open the throttle. She attracted considerable attention as she rode up Broadway, where a lady motorcyclist still is sufficiently rare to cause people to "rubber." While Miss Kelly is not out to break records, she expects with fair weather to reach Chicago in 10 days. Stops are made with Merkel agents along the route, and in many towns local riders escort the tourists for a few miles out. The party left New York Tuesday morning and reached Buffalo on Thursday night, 22d inst., having covered 200 miles that day.

"Friendship" the Winner in Wisconsin.

Fast friendship has sprung up between the members of the Two Rivers (Wis.) Motorcycle Club and the Excelsior Motorcycle Club, of Sheboygan, Wis., as a result of a joint run taken by the clubs on the 9th inst. The Two Rivers riders were the guests of the Excelsiorites at Sheboygan and voted the latter fine hosts. The Two Rivers riders are planning to reciprocate, and have invited the Excelsior clan to visit them soon and partake of some Two Rivers hospitality.

Prizes Awarded for Endurance Run.

Prizes for the 24 hour endurance run of the New Jersey Motorcycle Club, which was held on Many 29-30, were distributed at the clubhouse, 18 New street, Newark, Tuesday night, 20th inst. Refreshments and entertainment followed the awarding of the prizes.

SPEED FROM START ON NEW TRACK

Erection of Stadium-Motordrome in Record Time—Accommodations for 60,000 "Fans"—Opening Meet July 8-9.

Growing up almost over night like a "boom" mining town upon the discovery of a "strike," the new Chicago motorcycle track, grandiloquently styled the Stadium-Motordrome, and located at Riverview Exposition, was completed last week and opened for practice for the inaugural meet, which takes place on July 8-9. At present only the track itself is finished and the stands now are being erected. Jack Prince, of course, is the builder, but the "angels" behind the venture as yet have chosen to remain incognito.

It was not until after Decoration Day that the track was begun, but the slaughter at Hawthorne accelerated the construction of the new speed bowl and it was laid in jig time. It is a three lap saucer, this being the most popular size. According to Prince it will hold a 100 mile gait. The stands will have a seating capacity of 30,000, while the infield will accommodate nearly as many people, it is stated, and assurance is given that all will be ready for the opening.

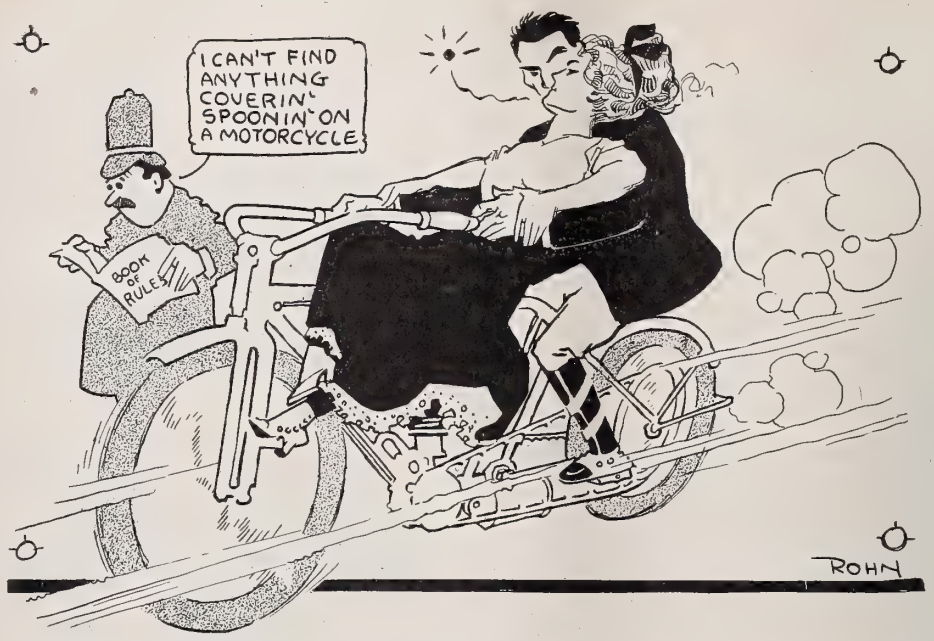
Riverview Exposition, where the track is located, is said to be Chicago's largest park, where crowds of from 50,000 to 75,000 people congregate on Sundays, and the management expects to draw largely on this gathering in addition to the present crop of motorcycle racing "fans." It is announced that weekly two-day meets will be held regularly until September, plans which if carried out seem to assure plenty of racing for Chicagoans.

Entry blanks are out for the opening meet, for which $840 in prizes are offered, and it is stated that the prize list never will drop below $600 at any meet. Seven events, open to all classes, will constitute a day's program. A challenge trophy styled the "world's speed king crown," will be raced for in a 15 mile professional free-for-all on Sunday, July 9, with $100 in gold split $50, $30 and $20 to the first three men. This "crown" will be raced for monthly, insuring the spectators witnessing a coronation without taking an expensive European trip. Entries for the opening meet close on July 5 with the "Director of Contests," Suite 814, 20 Jackson Boulevard, Chicago.

Independence Day Races at Elizabeth City

Motorcycle races will be held at the half-mile track, Elizabeth City, N. C., on July 4. Entries are expected from Norfolk, Washington and other nearby cities. The 30½ inch racing and 50 inch stock limits of course will apply.

GREAT DEMAND FOR MOTORCYCLES IN CLEVELAND.



Courting a la motorcycle has become very popular with Cleveland (O.) couples since Chief of the Park Police Jones issued an edict against osculation on the park benches or in motor cars while the machines are in the parks. Motorcyclists were not included in the osculatory ban and as a result the park police have apoplectic attacks when they see a motorcycling couple enacting the "soul kiss" as they chug along. Feverish inspection of the book of rules on "Spooning in Parks" has failed to disclose any kissing restriction on motorcylists and the cops are in a quandary while the motorcyclists are enjoying their privilege to the full.

Trophy for American Championship.

For the first time in the history of the sport the American amateur champion motorcyclist will be evolved at the annual meet at Buffalo next month in the winner of the handsome Bosch magneto trophy donated by the Bosch Magneto Co., New York City, to the rider making the most consistent showing in the three amateur national championships which will be run. Heretofore the championship title has been farmed out, so to speak, for no rider ever has won all of the five national championships, and the honor has been shared among the titleholders of the various championship events.

This year, however, a champion among champions will be created, for the holders of the various titles will be brought together, not once, but several times, to decide who is the best man, and also the ownership of the trophy. It is stated on good authority that both Frank Hart and Ben Broaderick, who already have won the five and two miles 1911 championships, will be at Buffalo to ride in the other national events, so that the trophy winner really will be evolved from the star amateurs of the country.

For awarding the trophy a system of point scoring has been adopted as follows: One mile championship—First, 5 points; second, 3 points; third, 2 points. Ten mile championship—first, 6 points; second, 4 points; third, 3 points. One hour championship—First, 10 points; second, 5 points; third, 3 points. It will be necessary for a rider to compete in all three championships in order to stand a chance of winning the trophy, and even a third in the first event will leave a rider a fighting chance in the two remaining championships. The greatest possible number of points is 21, but this means three firsts, which it is very unlikely will fall to any rider.

The trophy will be of sterling silver, of Gorham manufacture and will have a coin value of $250. It will stand 20 inches high and will bear a large F. A. M. emblem as well as suitable inscription. In offering the trophy, which is one of the most valuable ever given for motorcycle competition in this country, the donors state that no discrimination toward the holders of the two chimpionships already run was intended. It was not until after these championships were held that the idea of giving a trophy took form, and it is the sincere wish of the donors that the holders of the 1911 two and five mile titles will be present at Buffalo to contend for the trophy.

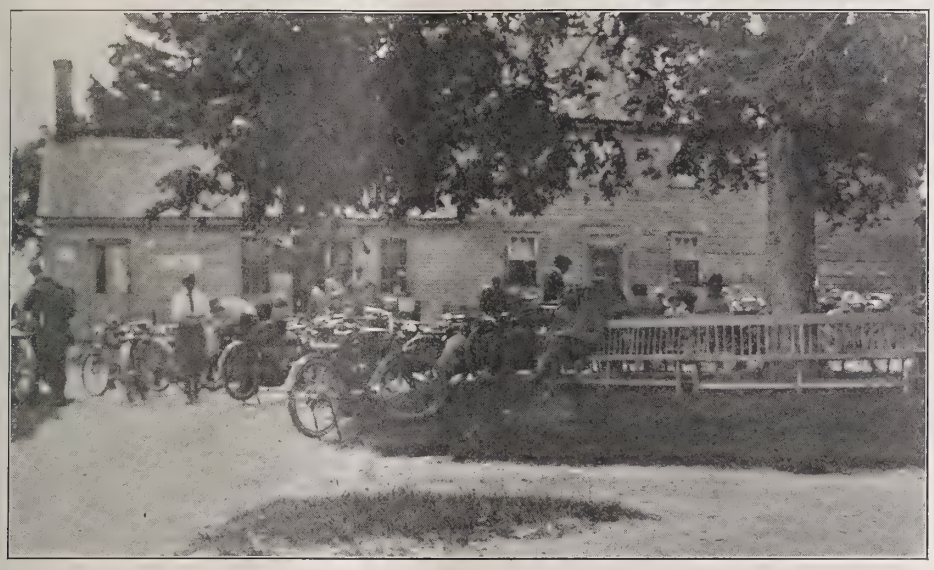
Another Chance for Hawthorne Hoodoo.

Despite the unsavory reputation as a "man-killer" which it now enjoys, motorcycle races are to be held on Hawthorne track, Chicago, on July 2. A local branch of the National Association of Letter Carriers is promoting the meet, which will consist of six events, provided the track does not become too slippery with blood and gore of the riders and all the machines are not smashed.

HILL CLIMB OF PROVIDENCE CLUB

Fifty Members Tackle Noose Neck Hill—Luther Makes Best Time—Hold Monthly Meeting on Summit.

About fifty members of the Providence Motorcycle Club left Providence on Sunday morning, the 18th inst., to participate in the annual hill climb arranged by B. A. Swenson. The scene of the conflict was



TUNING UP FOR THE CLIMB

Noose Neck Hill, a run of about 20 miles from Providence. Reaching the top, the regular monthly meeting of the club was held, and eight new members were elected and nine applications received. Edward G. Luther, on a 7 H. P. Indian, made the best time of the day in the climb, riding up the long hill in 46 seconds. The results in the different classes were as follows:

2¾ H.P.—Carl Spoholm (Indian), first, time 1:23½; J. G. Edwards (Indian), second, time, 1:24.

4 H.P.—Charles H. Westcott (Indian), first, time, 1:2½; Charles W. Rayhill, second; George F. Flemant (Indian), third, time, 1:20.

5 H.P.—Albert Carlson (Indian), first, time, 54½s.; George R. Hill (Indian), second, time 55s.; O. J. Anderson (Indian), third, time, 55¾s.

6 H.P.—A. Tornquist (Excelsior), first, time, 59½s.; John Ray (Indian), second, time, 1:1⅛; C. A. Anderson (Indian), third, time, 1:2½.

7 H.P.—Edward G. Luther (Indian), first, time, 46s.; George R. Hill (Indian), second, time, 48½s; A. V. Howe (Indian), third, time, 49s.

Three Day Race Meet for Illinois Club.

After inspecting the track at Taylor's Park, and finding it in good condition, the members of the Freeport and Rockford (Ill.) Motorcycle Clubs are considering the staging of a big three days race meet the latter part of July. Definite decision will be made at the next meeting of the clubs.

Clinton Club to Welcome Tourists.

July 7 will be a red letter day in Clinton, Ia., if present plans do not go awry. The big six day Illinois-Iowa-Wisconsin motorcycle tour will stop over a few hours in Clinton on that day and it is planned to hold races on Lyons track during the stay of the tourists. Plenty of entries from among the tourists are assured, and the Clinton County Motorcycle Club will have an active part in welcoming the visitors.

HASHA CLEANS UP AT DENVER

Wins Every Race in Which He Starts—Amateur Star Continues to Shine—Cassady Wins Match.

Three firsts in three starts was the 100 per cent. record of little Ed. Hasha, the Texan, at the professional motorcycle races at the Lakeside Motordrome, Denver, Colo., on the 17th inst. Cassidy, the amateur star, still burns brightly, beating Fleckenstein in straight heats of a match. The two mile international match was the feature of the evening, the heat winners being Hasha, Renel, Boyd and Schwartz. Hasha easily cleaned the others up in the final. Fast and exciting brushes gave the crowd all the action it wanted, and there never was a dull moment. The attendance was very good. Summary:

Four mile open, professional—Won by Hasha; second, Renel; third, Schwartz. Time, 3:02⅖.

Two mile international match, professional—Won by Hasha; second, Renel; third, Schwartz; fourth, Boyd. Time, 1:30⅖.

Two mile open, professional—Won by Hasha; second, Boyd. Time, 1:33⅖.

Two mile match, amateur, Cassady vs. Fleckenstein—First heat won by Cassady. Time, 1:32⅖. Second heat and match won by Cassady. Time, 1:37⅖.



EDWARD LUTHER CONQUERS NOOSE-NECK HILL IN 46 SECONDS

RAIN "DROWNS" ENDURANCE RUN

Seven Indiana Motorcycle Clubmen Defied Downpour but Are Forced to Cry Quits—New Route in Prospect.

The Indiana Motorcycle Club riders are through with the Brown County Hills, or "Young Mountains," as they are called, for at least a while. The club's second endurance run was held last Sunday, and all the riders checked in on time. In fact they all checked in ahead of time, but they had to send their machines back by traction to do it. It was raining "to beat the band" when the riders started out and it was raining when the riders quit, near Spencer, Ind., and it had been raining all along the course for the whole day before the run, so only seven out of 25 entrants started. There were four Thors and three Yales that started on the run and the roads were so muddy that traveling was almost impossible. Stewart, on a Yale, got almost to Bloomington, the farthest distance traveled by any rider that started. The Indiana Motorcycle Club announced on the Saturday before the run that the boys would start rain or shine, and they did, but it will be the last time that the run will be held in the rain. Harry Graff, president of the club, called the event a "no run," and it will be run over again next month. A new course will probably be chosen, as it is the universal opinion of the riders that the route over which the past runs have been held was too strenuous. The present route is 160 miles long and over the Brown County hills, and in the new route that will be laid out, the hills will be sidestepped.

The winner of the first run has not been announced by the club officials, who will make a report this week, and probably decide to call the first run a "no run," like the second one. The club has planned three runs for the summer and the rider that wins two of them will get the Indiana Motorcycle Club trophy. The endurance run is planned for a membership boosting event, and so far about 40 new members have joined the club, making its membership close to 150.

Asbury Park Gets F. A. M. Sanction.

After a personal inspection of the Asbury Park (N. J.) Athletic Park one-third mile banked dirt, where the Metropolitan Velodrome Co. will inaugurate its summer motorcycle racing schedule on July 4, the chairman of the competition committee has decided to allow stripped stock machines up to 30½ cubic inches displacement to be used. This includes machines with short frames and rigid forks. The sanction was issued to cover 30½-inch stock machines only, and the concession is granted because the chairman considers the track to be in unusually good condition. This concession, however, applies only to the first meet, and its continuance will depend to a great extent on the outcome of that meet.

Indian Team Awarded Cleveland Trophy.

After over 1900 miles of steady riding over country roads, well sprinkled with hills, ruts and sand, the tie resulting between the Indian and Thor teams in the reliability contest of the Cleveland (O.) Motorcycle Club, which began on May 28, was broken on the 16th inst., and the Indian team awarded the Cleveland News trophy. The contest ended on May 30, but as some of the teams were tied, an elimination test was decided on and the riders of the surviving teams were sent out daily on runs of 100 miles or more. On the seventh day the Thor team refused to start and the club awarded the trophy to the Indian team, which was entered by L. J. Mueller, the local agent. The winning team was composed of the following riders: E. H. Tracy, William Schaeffer, Ralph Hinousch and Finn Huttinger. Perfect scores were earned by the following teams: Indian, Thor, Harley-Davidson and Excelsior.

DeRosier's Presence Arouses Irish Wit.

The chances of the forthcoming Tourist Trophy race being a greater success than ever are looking Rosier, now that the famous American rider has decided to compete. (Irish Cyclist). We always have thought that Jake's chances of winning were quite rosy.

DATE CHANGED FOR CUP CONTEST

F. A. M. Meet Causes Touring Club to Select Another Day—Now Slated to Occur July 23d.

Because few if any New York motorcyclists will have returned from the F. A. M. meet at Buffalo, which ends on July 15th, the second trio cup trial of the Motorcycle Club of New York, Affiliated, scheduled for Sunday, 16th, has been put back one week to the 23d. This will give all who care to do so, ample opportunity to enter, and the club contest committee states that there still is a chance to secure a silver medal by competing in the remaining trials. The course is from New York to Newburg and return, 138 miles. Several changes will be made in the rules, as the first contest emphasized the need of revision of some of the conditions.

"Surprises" the Tip for Milwaukee Races.

Once a year the Milwaukee (Wis.) Motorcycle Club holds a big speed carnival which attracts star riders from all sections and produces some of the best racing of the season. This year the big local red letter occasion will be held on July 1, weather permitting. The Harley-Davidson Motor Co. will enter its best riders on some new Harleys, which will uncover some surprises, it is whispered, and the Merkel and Indian riders will be there with complete war outfits. The longest race will be 10 miles.

DE ROSIER "GOING SOME" IN ENGLAND.



Jake DeRosier as he appeared at one of the controls on the 400 mile London-Edinburg reliability run on June 2, in which he won a gold medal for a perfect score. In practice on the Tourist Trophy course in the Isle of Man on the 19th inst. DeRosier set a new lap record of 43 minutes. A lap is 37½ miles.

"ASCENSION" OF TOURING CLUB

It Seeks Out Some "High Spots" and Conquers Them—Delightful Week-End in Picturesque Region.

One of the most inviting week end tours around New York City, rich in beautiful scenery, good roads and a few stiff hills to relieve the monotony, is the Mt. Peter tour, which was made by the Motorcycle Touring Club Affiliated on the 17th and 18th inst. The main party left New York at 2 o'clock Saturday afternoon and crossed the Fort Lee ferry to Jersey, then striking north through Hackensack and Suffern over flatiron roads.

Beyond Tuxedo the party began to "go up," not temperamentally or in air ships, but up Mt. Sterling, a 20 per cent. rise. Of course some walked, and others pedaled read hard, while a few were hoisted all the way by gasoline. After Sterling came Mt. Peter, which stands a little more to the vertical. The 22½ per cent. slant proved a hard proposition for most of the party, and those who had clutches were mighty glad of it, for they were saved some strenuous pushing.

Finally all reached the Mt. Peter house, a hospitable hostelry, and a most tempting supper helped the climbers to quite forget the hard work which they put in to get there. Another reward which made the climb worth while was the beautiful sunset view to be had from the mountain house. The party spent the night here of course.

Early Sunday morning another delegatrip, which was taken by a party from the tion from the club left New York at 5 a. m. and did some tall riding to catch the advance guard before they left the mountain top. The two parties united near the foot of the mountain and then struck off through a most picturesque region with Port Jervis as the objective. This was one of the best portions of the trip for a slow pace, and frequent stops were made to drink in both with the eye and the camera the gorgeous panoramas spread before the riders by Nature.

At one spot the party came to an inviting cherry tree overhanging the road and immediately a cherry party was organized, without asking permission of the owner. Everyone fell to and ate his fill, whereupon Captain Toepel, leader of the trusty band, gave the signal to remount and advance sparks. Although it rained in New York in the morning, the Mt. Peterites got none of it, and had fine weather all day. Tired, dusty but refreshed and invigorated by the mountain ozone, the party rolled into New York City Sunday evening, voting the outing one of the best which they ever had enjoyed.

Speed! Speed! And Nothing But Speed!

"Gee whiz! This racing game spoils a fellow for sane motorcycling, do you know it?" exploded one of the new speed "phenoms" as he fussed with his tie, cap, coat, rain coat and a few other accessories. "Why, before I got thoroughly saturated with this speed dope," he sputtered off, "I really used to enjoy motorcycling for pleasure, but now I have sickened of riding for fun and taking it easy, and I want to tear off miles in nothing every time I sit on a machine.

"And it's not only motorcycles that stimulate my craze to go fast, but every other conveyance as well. When I jump on a trolley car I mentally cuss the motorman every time he slows down, and feel like running out, taking the controller away from him and turning everything wide open. It's the same in an elevator; I want to be shot up or down at the same gait at which my "26" hurls me around a track. Although the subway trains plow through the tubes faster than anything else on wheels around this village except automobiles, it seems to me that they are crawling every time I ride in them.

"It's that infernal speed bug that has got me going. I am almost afraid to ride my roadster on Broadway for fear that I will forget and think I am in a free-for-all or a handicap when some taxi zips by. As it is it is only the good heartedness of some of the cops who know me, and who don't see me when I touch 40 or 45 on a spurt once in a while, that I am not jugged oftener. Yes, sir; I'm a hopeless speed gink now. I can't walk; I run; and when I ride on anything I can't go fast enough.

"I'm only happy when I can get on "26" and turn her wide open, for then I really live. I suppose some day I'll get cured in a big smash, but just now there's nothing that can go fast enough for me. It's speed, speed and more speed. Oh, I'm speed mad now all right, there's no doubt about it, and this racing game did it.

While he was buzzing this yarn out of his system, the "speed bug" did not keep his hands quiet for half a second. And when he rang for the elevator he almost crushed the button, and grumbled because the car did not shoot up the fifteen stories in one leap.

Motorcyclists of Three Counties Organize.

Motorcyclists of Clinton, Lyons and Fulton Counties, Ia., met in the first named place last week and organized the Clinton County Motorcycle Club. The officers elected were as follows: Herbert Corson, president; Arthur Joselyn, vice-president; Henry Maass, secretary; Harry Christiansen, treasurer; Carl Fay, captain. For the present the club will meet at the Y. M. C. A. building. Among the club rules are the following: No open cut-outs around the city; no speeding within the city limits; keep on the right side of the road; live up to city ordinances.

ROUGH WORK ON THE MOTORDROME

Samuelson, the Offender, is Suspended—Seymour Continues to Win—Warden Victim of an Unusual Acident.

Ray Seymour's winning streak continued uninterrupted at the motor meet at the Wandamere Motordrome on the 16th inst. The Californian packed away the five mile handicap and eight mile free-for-al in exciting fashion. Although Seymour had to ride some to win, the real feature of the evening was the bitter running fight waged between F. E. Whittler and W. E. Samuelson in the free-for-all. Samuelson went after Whittler full tilt from the crack of the gun. When the field split up after the start the order was Seymour, Samuelson, Whittler, Ward and Brodbeck. Whittler tried several times to go by Samuelson but each time the latter ran his rival up the bank and staved him off. Finally Whittler did the trick, but he was unable to catch Seymour. After the finish Samuelson was suspended indefinitely by Referee Rishel for rough tactics.

Whittler rode an exhibition mile on the freak 20 horsepower Anzani machine in 1:03⅕. One of the very rare mishaps peculiar to track racing occurred in the trade riders handicap when the rear wheel of Warden's machine slipped out of the frame while he was traveling fast and rolled into the infield. Warden came to a stop right side up. In the local point table Seymour leads the professionals with 35 points and Claflin heads the amateur division with 16 marks.

The summary:

Three mile open, trade riders—Won by Johnson; second, Claflin; third Westlake. Time, 2:50⅗.

Five mile match, Ward vs. Brodbeck—First heat won by Ward. Time, 4:10. Second heat and match won by Ward. Time, 4:05⅗.

Five mile handicap, professional—Won by Seymour (scratch); second, Brodbeck (scratch); third, Thomas (1 lap); fourth, Senhouse (scratch). Time, 3:41⅗.

Five mile handicap, trade riders—Won by Westlake (one-half lap); second, Claflin (scratch); third, Johnson (scratch). Time, 4:40.

Eight mile open, professional—Won by Seymour; second, Whittler; third, Ward; fourth, Brodbeck. Time, 5:58⅗.

Rochester Club Receives Charter.

Incorporation papers have been taken out by the Rochester (N. Y.) Motorcycle Club, the objects stated being the general promotion of motorcycling and watchfulness of its interests. Among the corporators are George Hammon, Edward Stauder, Arthur Stroebel and William J. Dupre.

MATTHEW STARS AT GALESBURG

Captures the Two Feature Events at Meet Mixed with Aeroplanes—Apple gren Takes What's Left.

In what is claimed to have been the best motorcycle races held in that section of Illinois, Johnny Matthews, of Chicago, riding a Thor, won the 10 and 25 mile events held in connection with the aviation exhibit in Galesburg, Ill., on the 15th inst. The track was in excellent shape and the fans were most enthusiastic at the close finishes. The cup offered the winner of the five mile race was won by a native, Ardo Melander, riding an Excelsior. The summary:

Five mile stock—Ardo Melander (Excelsior), first; Carl Applegren (Harley-Davidson), second; Ernest Randall (Excelsior), third. Time, 6:47⅗.

Ten mile, 30.50, free-for-all—Johnny Matthews (Thor), first; Roy Kemper (Thor), second; Archie Stansbury (Harley-Davidson), third. Time, 11:47⅗.

Twenty-five mile—Johnny Matthews (Thor), first; Roy Kemper (Thor), second. Time, 28:46½.

Motorcycle as a Ball Catcher.

Catching a ball in the spokes of the front wheel of his motorcycle while going at full speed, without damaging either himself or machine, was the experience of W. M. Gladish, of the Toronto Motorcycle Club in a motor paced race at the Scarboro Beach track on June 14th. Gladish was pacing Bill Smith, the crack rider of the Toronto Bicycle Club, and was going easily at a two minute clip when a ball, soaring from a nearby field, became implanted in the front wheel of the machine. The rider was at a loss to know what had become of the ball which he had seen flying through the air, until he noticed something white revolving in front of him. He slowed up and discovered the ball firmly held within the bent spokes.

"Around the Clock" Run to Atlantic City.

With the fond expectation that after a three months' interval all of the contestants in the 24 hour endurance run on May 30 will have made up their lost sleep, recovered whatever weight they dropped and otherwise recuperated from the twice-around-the-clock drill, the New Jersey Motorcycle Club of Newark plans to put on a 12 hour endurance run on Labor Day. The course will be to Atlantic City and return by a different route than that followed in the other run, and there will be a two hour lay over at the board walk rendezvous. The riders will leave Newark at 6 a. m. and are due back there at 8 p. m. The running time is six hours each way.

MISS MICHEL CAUSES BALTIMORE TO "TAKE NOTICE"



After seven years of bicycle riding, during which period she won many medals on club runs, Miss Sylvia Michel, of Baltimore, Md., decided to graduate to a motorcycle two months ago. Little did she think, however, what a stir her debut as the first lady motorcyclist in the Monumental City would create. Staid citizens have not recovered their equilibrium yet, and they stop and gaze at the fair devotee in open-mouthed wonder as she chugs along.

After Miss Michel selected the machine of her choice, a 3 horsepower R-S, and became proficient in operating it she was a bit shy at first in venturing out as a pioneer. The first rides were taken early in the morning when few curious ones were about. As she gained more confidence in herself she went out for spins after lunch and at dusk, and finally cast all shyness away and now rides whenever fancy dictates.

It was not long before the masculine motorcyclists discovered that there was a new rider in town, and a girl at that. Naturally there was much speculation as to whether she would stick to the boulevards or would venture on club runs where the going was a bit more strenuous than city streets. She was invited to take in some club runs and accepted. Now she is a regular participant on club runs, having become a full fledged member of the R-S Motorcycle Club.

The fair enthusiast has not confined herself to learning how to ride the motorcycle, but also has delved into its mechanical makeup. She has mastered the art of repairing a tire, and also knows a mechanical kink or two. As a riding costume Miss Michel wears a divided skirt. She is 17 years old and, it is asserted, is the only lady motorcyclist in the state. Her cuccess as a motorist, however, is likely to attract other fair converts before long.

No. "26" is a Full "Seven."

In measuring the circumference of a board track a quarter of an inch is a mere nothing, but when it is related to the bore of a cylinder this mere nothing becomes a mountain. It all depends on what is being measured. In published dimensions of the Indian overhead valve racing motor, an error of a quarter inch in the bore figures made the engine appear to have considerably less displacement than it actually has. Its true dimensions are 3½ inch bore and 3 5-32 inch stroke, making it a full "seven" with 60.73 cubic inches displacement. This leaves an ample margin of more than a quarter of a cubic inch for wear.

Armstrong's "Record" Not a Record.

Reports published in a Denver, Colo., newspaper to the effect that Earl Armstrong, a local motorcycle racer, had broken the 10 mile professional record in competition, at the Tuileries track on the 4th inst., and that Chairman Thornley had approved the record have aroused the ire of the chairman. He states that he has no knowledge of such a record and that the use of his name was entirely unauthorized. L. R. Miller, local referee, and a member of the competition committee, is alleged to have stated, that he received the information from the chairman, that the latter had accepted Armstrong's time of 7:19⅗ as a record.

"Up-to-the-Minute" News of the F. A. M.

North, South and West are represented in the F. A. M. club affiliations reported in the past week. Four clubs affiliated as follows: No. 152, Albany (N. Y.) Motorcycle Club; No. 153, Indian Motorcycle Club, Birmingham, Ala.; No. 154, Pomona Valley Motorcycle Club, Pomona, Cal.; No. 155, Leavenworth (Kan.) Motorcycle Club. This makes 11 affiliated clubs for the month up to the 16th inst. Many dealers now are lending their assistance to the organization of new clubs, which is an encouraging sign, for a local dealer, as a rule, is the most powerful factor in motorcycle affairs in his community, and can do a great deal to stimulate its growth if he desires.

A motorcycle club soon will break out of its shell at Olympia, Wash. W. G. Ashley, a local dealer, is playing the role of incubator.

D. S. Parshall, Muskogee, Okla., is accelerating F. A. M. sentiment in that hustling burg and hopes to launch a club soon. There are 35 riders already in town and there will be several more when the factories deliver the goods.

By taking the local riders out on impromptu runs to shady nooks, and places of interest, R. W. Hollingsworth, a dealer of Columbia, S. C., has sowed the F. A. M. club seed. Having interested the riders in the organization he has issued a call for a club forming session, and expects to make requisition for recognition soon.

Fairbury, Ill., has 40 live motorcyclists who are oozing with motorcycle enthusiasm, which is to be converted into an F. A. M. club very soon. Joseph E. Carrithers has been commissioned to do the converting, and as he is a disciple of Blackstone, it goes without saying that the "light of reason" will prevail in club affairs.

It was a mighty slow time fuse that was attached to the mine of club enthusiasm in Lima, O., for although the fuse was lighted last winter the mine only exploded a few days ago. However, the Lima Motorcycle Club evolved from the touch-off. The club has 40 members, and will be 100 per cent. F. A. M., so that its long delayed coming is sort of excusable. Pending the election of commanding officers the club will be energized by W. M. Thomas, a local live wire.

Quite a few of the motorcycle riders of Rome, Ga., have become infected with the F. A. M. germ, according to Chairman Estabrook. They endeavored to drive it out of their systems with lethargy, oh-what's-the-use, and a few other nostrums of the sort, but these proved worthless, and the only relief which the riders have been able to obtain is by taking the Estabrook treatment and forming a club. W. E. Palen is administering the treatment locally.

Five members of the North Shore Motorcycling Club of Chicago have been elected delegates to represent the club at the Buffalo meet. They are as follows: L. J. Leonard, president; P. B. Whitney, H. T. Roberts, L. J. Berger and F. B. Hart. The alternates are A. H. Crocker, C. A. Leander and H. Jacobs.

Requisition shortly will be made for an affiliation certificate by the Birmingham (Ala.) Motorcycle Club. It will come in on a 75 per cent. basis, and hereafter all new members must include F. A. M. membership in their club initiation fee. Present members also must keep in good standing with the F. A. M. The club already has taken out incorporation papers.

D. A. Sanders, Nyack, N. Y., has requested information about the F. A. M. and what it is good for. He thinks the dissemination of a little information of this sort among the local motorcyclists would result in their being bitten by the club "bug" and offers to dispense F. A. M. remedies locally if desired.

Time was up on the 10th inst. for the 30 day contest among affiliated clubs for three Old Sol lamps to the three clubs bringing in the largest number of members during that period. The lamps were donated by the Hawthorne Mfg. Co., Bridgeport, Conn., the makers, through Chairman Estabrook, to stimulate the recruiting of new club members. Results of the competition have been announced and the lamps are awarded to the following clubs, which were the three highest in membership getting: F. A. M. Club of Omaha, Neb., 30 members affiliated; North Shore Motorcycling Club of Chicago, 28 members; Miami (Fla.) Motorcycle Club, 21 members.

Western Tour Blanks Ready.

Entry blanks and tourist's voucher sheets for the F. A. M. Western District tour to Buffalo are being sent out by Tourmaster Whitney, of Chicago. All of the rules governing the tour are given on the entry blanks. The voucher sheets are to be used by riders starting from places where no captains have been appointed, or upon their arrival in a city after the captain of their division has left, during the progress of the tour. These vouchers are to bear the signatures of local citizens together with the time the tourist arrived or left a city or town. Tourists, of course, are required to sign the division captain's log book daily and the vouchers are provided for emergency in case the tourist is unable to sign the book at the time of arrival or departure on any day. All entries must be mailed before midnight on July 6, in order for the rider to be registered before the tour starts. Otherwise he will not be registered until the first night stop, and therefore will not be credited with making the complete tour.

Gibson Moves to Buffalo.

If the number of delegate certificates being sent out by Secretary Gibson of the F. A. M. are any indication, the attendance at the business meeting at Buffalo will be the largest in the history of the organization. Eighty-eight duplicate sets of delegate certificates have been sent to state commissioners for distribution, and 288 duplicate sets have been sent to clubs. And of course this is not all, for additional certificates are going out daily.

During the F. A. M. meet at Buffalo from July 10 to 15, inclusive, the headquarters of the secretary and treasurer of the F. A. M. will be transferred temporarily from Westboro, Mass., its legal and regular residence, to room 68, Iroquois Hotel, Buffalo. A welcome sign will hang over the door and another sign in the hotel office will indicate whether the secretary is in or out However, he expects to be in, either personally or by proxy most of the time, and it is quite probable that he will be "all in" by the end of the meet. Not only Secretary and Mrs. Gibson will be on hand, but a typewriter and full office equipment will be transplanted for the occasion, so that business will proceed as usual. A big stock of F. A. M. jewelry and other novelties will be on hand, and all new and old members are cordially invited to drop in and say "How'dy."

At Buffalo the secretary will look over all membership applications filed between Sept. 1, 1910, and July 1, 1911, and record the indorsers and the number of applications vouched for by each indorser. Those who have vouched for the prescribed number of new members will be notified that they are entitled to $1 worth of F. A. M. jewelry or novelties free by the terms of the F. A. M. membership premium offer. All prize winners will be notified after the meet by special circular.

Southern District Nominates Coblens.

J. B. Coblens, F. A. M. state commissioner for Kentucky, was nominated for vice-president of the Southern District, for the coming year, at the regular summer meeting of the Southern District, held at the store of Vice-President L. W. Thompson, 609 S. Fourth street, Louisville, on the

12th inst. Coblens's name was presented after Vice-President Thompson positively had declined a re-nomination, which his friends urged him to accept. He based his declination on pressure of business which required so great an amount of his time that he could not do justice to F. A. M. affairs. Thompson strongly endorsed Coblens for his successor, stating that the latter's handling of affairs in the state commissionership had shown him to be well qualified for greater responsibilities. Coblens is captain of the Louisville Motorcycle Club and is highly regarded by his fellow riders.

It had been the intention of the meeting to endorse E. M. Hughes, of Louisville, a former vice-president of the district, as a candidate for president of the F. A. M. Hughes, however, would not entertain such a proposition, stating that he intended going to California on a visit and would be unable to accept. It was with regret that his candidacy was abandoned, for it was felt that he would fill the executive office acceptably.

The treasurer reported a balance of $39.16 in the district treasury. Heavy expenditures which have been necessary are responsible for the low surplus, but as the official machinery now is running smoothly the surplus is expected to take an upward trend shortly.

Fort Wayne Club Enjoys Run.

Twenty members of the Fort Wayne Motorcycle Club made the trip from Fort Wayne to South Bend and return on Sunday, the 11th inst., and barring a few spills and blowouts the trip was a most enjoyable one, and the members returned more enthusiastic than ever over the sport. Six of the riders started at 3 o'clock in the morning and the rest at 9 o'clock, each crowd making the run in about four and a half hours. They left South Bend for the return trip at 4 o'clock in the afternoon. One of the members met with tire trouble, necessitating his returning part of the way home on a train.

Up and Down California on Motorcycles.

One of the longest motorcycle tours undertaken this season just has been completed by C. F. Bruschi and Mark Fallow of San Diego, Cal. They motored up the coast in leisurely fashion as far as San Francisco and after spending a few days in the Paris of America, turned their machines southward again and returned over a different route. They were out about 20 days and covered over 1200 miles. They had many adventures but only one serious mishap, which delayed them for three days

Newark Club Elects Buffalo Delegates.

The New Jersey Motorcycle Club of Newark has elected H. N. Davis and George Frost delegates to the Buffalo meet. The alternates are P. W. Stevens and August Kreiger.

San Franciso Wants 1915 F. A. M. Meet.

Having secured the Panama-Pacfic Exposition for 1915, San Francisco, in it unbounded optimism of its ability to swing a little more responsibility, now wants the F. A. M. meet for that year, too. The first gun of the campaign to bring the meet to the Golden Gate during the exposition year was fired by President L. A. Cosmer, of the San Francisco Motorcycle Club, in a letter to President F. I. Willis, of the F. A. M.

According to Cosmer, Mayor McCarthy of San Francisco has promised that the city will build a board track inside the stadium in Golden Gate park, if the meet is awarded to it. In the park is a stadium seating 10,000 people. So many other conventions and gatherings will be held in San Francisco during the exposition that Cosmer thinks that the F. A. M tought to be held there too, giving many motorcyclists a chance to take in the exposition, and the meet at the same time. A great attendance is looked for in this event.

Armed with letters from the president of the exposition company, the governor, mayor of San Francisco and other prominent men of that city, the delegates of the San Francisco Motorcycle Club will attend the Buffalo meet, extend the invitation for the meet for their city for 1915 and urge its acceptance. The club now has over 400 members, and expects to have more than 1,000 when the exposition opens four years hence.

No Sunday Racing in Connecticut.

Orange, Conn., will not stand for motorcycle racing on Sunday within its limits. This was made plain on Sunday, 11th, when a constable walked into the Suburban Park motordrome, where a meet was already to begin, and threatened to jug the whole kit and boodle of officials and riders of any racing was attempted. The Connecticut Sabbath must be kept at all costs, b'gosh, said the constable, and so there was no racing, much to the disgust of over one thousand spectators, who got their money back.

Rochester Delegates to F. A. M. Meet.

Delegates and alternates to represent it at the Buffalo meet have been elected by the Rochester (N. Y.) Motorcycle Club as follows: George H. Hammon, Joseph Ochs and George Wagner, delegates; Edward Stauder, J. Kurtz and W. J. Dupre, alternates. The Eastern tour will stay over at Rochester on the night of July 11, and the local club is arranging an entertainment that will linger long in the memory of those who are fortunate enough to enjoy it.

"Speed Bug" to Speed to Buffalo.

Frank Hart, of New York City, has been appointed a delegate to the National F. A. M. Assembly at Buffalo. He will represent the Motorcycle Touring Club of New York, a corporation.

The Lights Must Not Fail in Seattle.

There is a chance for some enterprising manufacturer or dealer in motorcycle tail lamps to do some business in Seattle, Wash., for an ancient ordinance requiring all vehicles to carry rear lights is being enforced against motorcyclists, and they are making a big to do about it. The chief of police wrote to the local club requesting it to instruct its members to obey the ordinance, and while the motorcyclists have announced their intention of carrying tail lights they allege that pernicious activity on the part of local motor car drivers is responsible for the law being interpreted to include motorcycles. It is asserted that the automobilists are "sore" over the fact that motorcycles are used by the police to apprehend speeders, and that the car drivers are rubbing it in to the two-wheelers at every opportunity that presents itself.

Motorcylist Carries "Polite Reminder."

The automobile has appealed for help to the motorcycle—and not in vain, says the Binghamton (N. Y.) Press-Leader. In Syracuse, N. Y., the members of the Automobile Club frown darkly upon automobile speeding—and also upon owners who drive with open mufflers.

It was to stop this practice that the motorcycle was called in. There is just about one machine in existence that can overtake a speeding automobile, and that one thing is a motorcycle. So the automobile club employed a motorcyclist, who patrols the streets of Syracuse. Whenever he observes an automobilist who is speeding or careless with his muffler, the motorcyclist dashes in, overhauls the offender and presents him a club card bearing the printed request that he refrain from these practices in the future. The novelty, the politeness and the unexpectedness of the attack are combining to bring results.

Just Walked Away with the Buggy.

The following story, clipped from a Wisconsin paper, is interesting, and may well cause the fans to again ask, "What will the motorcycle do next?"

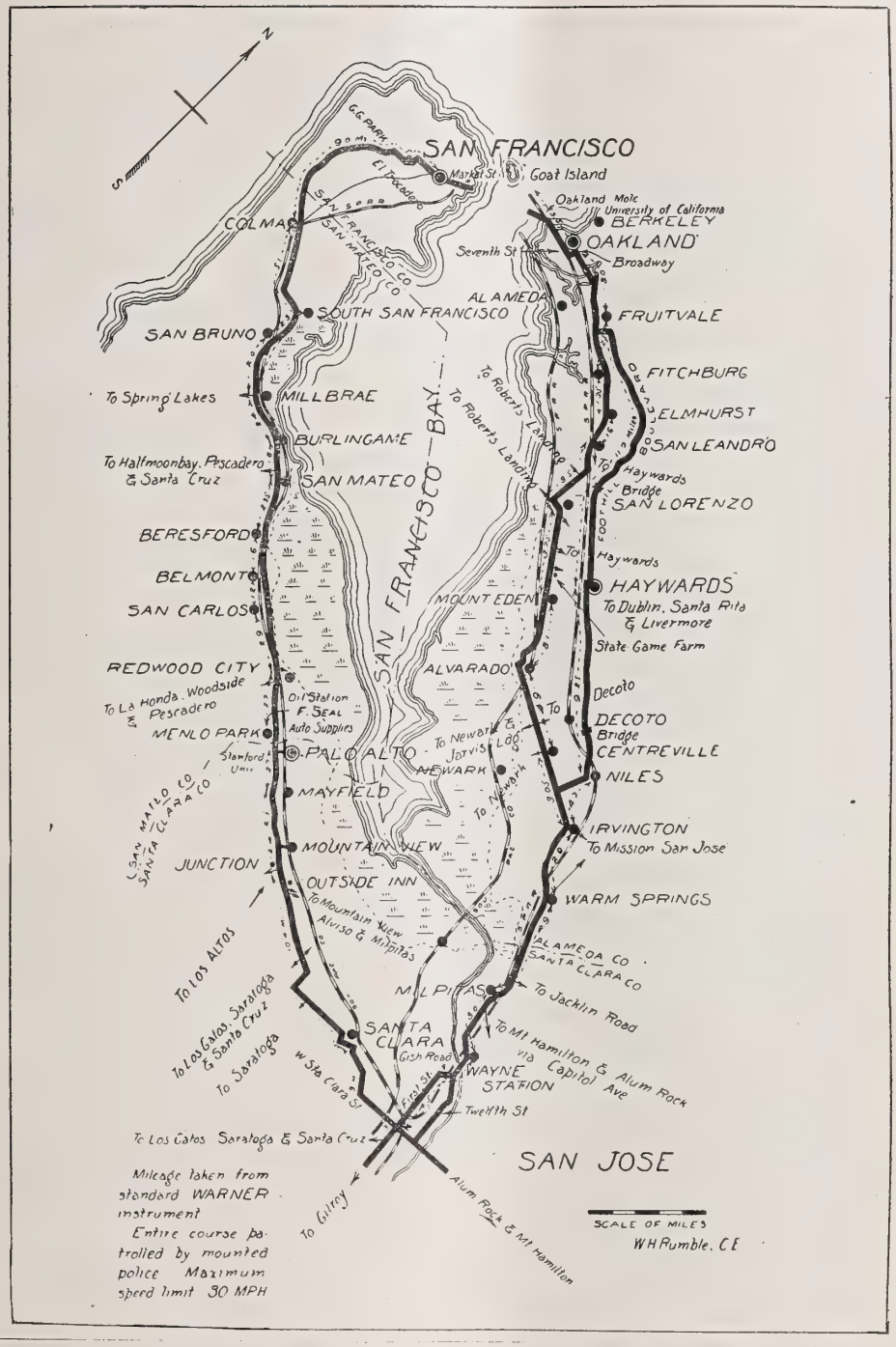
"Every Escanabian who chanced to walk on Ludington street the other day was perfectly justifiably astonished when down the street came a motorcycle drawing two men in a buggy. There was no illusion. It was all real. The motorcycle just walked away with its load. It was then discovered that the spectacle was a test—that the moorcyclist had made a bet and was winning the wager. The men in the carriage had a fine ride—but they lost. The bet was that the motorcycle could not pull the two men around the city at a fast pace without some trouble, but the machine went along the streets without a hitch and returned to the starting place."

Where the San Franciscans Find Diversity

Of all the cities on the Pacific Coast, San Francisco is the center of as interesting a touring district as any, where there are some of the most traveled highways in the state. For the trip around San Francisco Bay, from San Francisco down the west side of the bay to San Jose, and up the east side along the foothill drives of Alameda county to Oakland, the Sunset Magazine has prepared the accompanying map, showing a route that is highly popular because of the excellence of the roads, the attractiveness of the country and the numerous delightful side jaunts that are possible. The roads have their peculiarities, however, so that a few brief running directions are necessary in connection with the map.

The trip "tround the bay" is one of the most popular outings and no cyclist or motorcyclist can truly call himself the "real thing" until he has traced the circle. It affords a charming diversity of road and scenery, making the trip worth while.

Leaving San Francisco by Mission street, some roughness and grades are encountered until San Mateo is reached. From there to Mayfield one can go the limit—the legal limit being 20 miles per hour. Passing through Mayfield, where ten miles per hour is the maximum allowed by the local ordinance, the streets are exceedingly rough. From Mayfield to San Jose, entering by way of Santa Clara, the road is excellent and the trip delightful. On the return journey, to Oakland, one goes out First street two and two-tenths miles to the Trimble road. Turning right on this road brings one out on the main Oakland road, two and three-tenths miles south of Milpitas. From Milpitas, passing through Warm Springs, Irvington and Centerville, one turns to the right at one and seven-tenths miles north of Centerville, to go through Decoto to the Niles-Hayward road. The turn to the right is for Hayward. From Hayward to Oakland the boulevard and the main road are excellent. To reach San Francisco the best way is to the Oakland mole, where a 20 minute ferry service to San Francisco is maintained.



Indianapolis License Law Defeated.

The ordinance proposed in the City Council of Indianapolis, Ind., for the licensing of drivers or riders of all motor vehicles met defeat at the meeting of the Council held on Tuesday evening, the 20th inst. The proposed law was similar to the one which was recently declared unconstitutional by the courts, and City Attorney Walker, in a written opinion sent to the Council, suggested that the new ordinance would meet the same fate.

Moline to Try Motorcycle Police.

Some wide awake motorcycle dealer of Moline, Ill., is going to land an order from the local police department pretty soon. Moline is no different from other cities as regards freedom from speeders and joy riders, and having watched sister cities put the lid on the speed can by equipping officers with motorcycles—why, Moline is going to try the same remedy. One machine will be purchased to start with, and is expected to pay for itself in fines.

Birmingham Club Incorporated.

The Birmingham (Ala.) Motorcycle Club filed papers of incorporation in the probate court. The club is a social organization, and its purposes, as declared in the application for charter, are to promote the social side of motorcycling, to hold contests, hill climbs, etc. The club has 19 members. The officers are: James A Stoves, president; L. H. Smith, vice-president; B. B. Burnham, secretary; H. C. Burgess, treasurer, and E. W. House, captain

INDIANA CHAMPION AFTER RECORD

Stewart Will Endeavor to Beat Hodgin's Time Between Indianapolis and Chicago—Baker Another Aspirant.

Nelson Hodgin has started things going among the motorcycle racers at Indianapolis. Since Hodgin made his record run from Indianapolis to Chicago and back in 14:40, a number of riders at Indianapolis declare they can beat the record and they are going to make attempts soon. Fred Stewart, the Indianapolis rider, who is conceded to be the best road rider in Indiana, having won the championship on the Indiana Motorcycle Club run to Chicago a year or so ago, is riding for the Yale people at Indianapolis now, and has received a new two cylinder Yale from the factory and is tuning it up now. He will make an attempt to break Hodgin's record either on next Sunday or on the following Sunday, if the weather permits. Stewart is confident that he can "make Hodgin's record look sick," and many Indianapolis fans have faith in his ability to turn the trick. E. G. Baker, riding for the Indian people, is another who will try to break the record. Baker will make his attempt shortly after the F. A. M. meet, as he is dated up on Sundays until that time.

Mile Championship at Indianapolis.

The mile championship will be determined in Indianapolis before long, if the plans of the Indiana Motorcycle Club work out. There are a number of riders at Indianapolis who claim to be the fastest on the mile straightaway, and it is planned to rent the Indianapolis Motor Speedway race track on some Sunday next month, and the riders will have a private event, where they will be able to fight it out among themselves. The straightaway at the Speedway is practically a mile long, and all the riders of all kinds of machines will line up. There will be no restrictions of any kind as to the power or kind of motorcycle used, and about 40 riders will probably line up for the fray.

Motorcycle Club Result of Birthday Party.

La Crosse, Wis., now has a motorcycle club which is the outgrowth of a birthday party tendered by several local motorcyclists to Otto Gudenschwager, a prominent dealer, at his home. Early in the evening the riders paraded about the city attracting much attention, as such parades are quite rare in that section, and then proceeded to the home of the guest. Refreshments were served and then the club was organized, although officers still are to be elected, apparently. Affiliation with the F.A. M. was decided on and a large membership is anticipated.

Instructing the Farmers on Motorcycles.

Uncle Sam will be in the market for a big fleet of motorcycles before long for use in his Department of Agriculture, if a bill introduced by Congressman Henry, of Pennsylvania, is passed. The Keystone legislator has introduced a measure providing that the government shall provide expert instructors on intensive farming to go among the farmers of the rural congressional districts and teach the tillers of the soil how to get the most out of it. These perambulating instructors are to cover their territory on motorcycles and are to have all the gasoline they require to keep on the jump. This missionary work of the instructors, if it comes to pass, also may result in interesting the farmers in motorcycles and induce them to take to the two-wheeler in the way they have gone in for motor cars.

Official Time at Shingle Hill.

All uncertainty as to the winner of the 55 cubic inch class in the Shingle Hill climb at West Haven, Conn., on the 10th inst., was dissipated this week by the receipt by Chairman Thornley of the official times from George K. Townsend, chairman of the contest committee of the New Haven Automobile Club. Frank Hart of New York City, on an Indian, won this class in 0:55.63, and Howard Logan, Merkel, was second in 1:00.10. This gives Hart two victories in this climb. While the official times have not been revised, and stand correct as originally taken, the times heretofore published were incorrect and gave Logan credit for winning.

Shaffer Settles with Mitchell.

One of the advantages of inter-sport alliance forcibly was demonstrated last week when Henry Shaffer, the Guttenberg (N. J.) race promoter, "came across" with the $25 due Arthur Mitchel in order to receive a sanction to pull off his automobile meet. When Shaffer stated that he would "welch" on paying Mitchel the appearance money due him at the famous fight meet at the track on the 4th, the American Automobile Association, which is one of the sport bodies allied with the F. A. M., was notified and held up Shaffer's sanction until he forwarded a check for the amount due Mitchel to Chairman Thornley.

Reliability Run of Boston Club.

Twelve of the 22 starters in the second reliability run of the Boston (Mass.) Motorcycle Club to Portsmouth, N. H., and return on the 18th inst., won perfect scores and exchanged them for gold pins and bars. Sixteen of the starters completed the 148 mile run, which included Revere Beach Boulevard, where the riders were held down to 10 miles an hour. Contestants earning perfect scores for the first time are given gold pins, and for subsequent repeats are given gold bars.

ENTHUSIASM OVERCOMES TRUTH

Press Reports Incorrect in Making "World's" Records Fly at Denver — Hasha's Time Not the Fastest.

It would not be a bad idea for the chairman of the F. A. M. competition committee to send the management of the Tuileries Motordrome at Denver, Colo., a copy of the latest professional record table. Judging from the reports of the races at that track recently, several "world's records" have been broken, when in reality such is not the case. The latest delusion occurred at the races on the 18th inst., when Edward Hasha was alleged to have broken the two and ten mile records when he did not do so. It looks as if the track press agent was handing out some "bunk" to draw the crowds.

Nevertheless if Hasha did not get any coveted records he did win some races, three in all. Hasha, his old friend Mitchel, and three local boys, Good, Armstrong and Albright, made up the field in the 10 mile open. It was not until after a lot of jockeying that the boys got down to business and then things happened. Hasha's bars loosened and he had has hands fully keeping them from pulling out altogether. Nevertheless he held the lead, with Mitchel running second. Armstrong let his face get too close to his bars and got a bump in the forehead. Despite the mishaps no one quit, and Hasha gained steadily, beating Mitchel by more than a lap.

Hasha had a candy ride in the two mile, for Armstrong retired with a broken valve and no one remained to heckle the Texas midget. Armstrong filed a protest against Hasha, claiming a foul. The tires of both machines rubbed on one occasion. Court Edwards and Joe Wolters had an interesting four mile speed session, which was won by Edwards on a Merkel.

The five mile free-for-all was a rouser. Albright, Mitchel, Good and Armstrong all camped on Hasha's trail, but he led them a merry chase and they could not catch him. Hasha won by a length with Albright second and Mitchel third. Summary:

Five mile state championship, singles—Won by Patterson; second, Fredericks. Time, 5:38¼.

Ten mile open, professional, twins—Won by E. Hasha, Indian; second, Arthur Mitchel, Merkel; third, Frank Good. Time, 7:10.

Five mile open, professional, singles—Won by Edwards; second, Joe Wolters. Time, 4:41⅕.

Two mile professional—Won by E. Hasha. Time, 1:26⅗. No others finished.

Five mile free-for-all, professional, twins—Won by E. Hasha; second, Albright; third, Mitchel. Time, 3:35⅕.

How Improved Ignition Has Increased Power

From the hot tube of Daimler's time to the magneto of to-day is a long stride in gasoline engine ignition development, but it nevertheless is one of the vital factors which has made possible the present stage of high efficiency which has been attained in the building of motorcycles. In the day of the hot tube the chief object was the ignition of the mixture and such details as accurate timing, reliability of ignition and greater spark efficiency were passed by.

When the limitations and disadvantages of the hot tube became better understood engineers looked around for something better and found it in the electric spark, which they adopted, and then invented a system to use it. Batteries, of course, were the simplest current source to be had, and naturally were adopted. It was not long before it was found that a battery was like a revolver in that it could be fully discharged.

Its fickleness of running down without warning having been revealed, designers lost a great deal of their affection for the battery and commenced to woo the mechanical generator ardently. The magneto was taken up, studied, rebuilt and constantly improved until the modern type of reliable current producer is the result. In all this long period of ignition development, advances in current generation have been accompanied by increased power and lower fuel consumption per horsepower, teaching designers what they at first did not realize—how great an influence the perfection of the ignition system exerts on the power output of the motor.

"To appreciate the fine points of ignition as they are understood to-day," says Roger E. Whitman, consulting engineer to the Bosch Magneto Co., "the engine must be considered in its true light as a heat engine pure and simple." According to Joule's law of the mechanical equivalent of heat, whenever heat is imparted to an elastic body, as air or gas, energy is generated and mechanical work produced by the expansion of the air or gas. When the heat is imparted by combustion within a cylinder containing a movable piston, the mechanical work becomes an amount which is measurable by the pressure on the piston and its movement. "The mixture that is drawn in the cylinder during the inlet stroke," says Mr. Whitman, "represents a certain heat value, and the efficiency of the engine depends upon the manner in which this heat is applied to the expansion of the gases."

Though it is well known that in practice the high efficiency which is promised by theoretical calculation never is realized, it always should be remembered that the heat of combustion is the real agent and that the gases and vapors are but the medium for the conversion of inert elements of power into the activity of energy by their expansion. As the charge of mixture which is drawn into the cylinders has a certain heat value, it also has a certain maximum pressure when ignited and to exert the greatest possible proportion of this pressure against the piston each particle of mixture should be made to give up its heat at the instant when the piston is at the end of the compression stroke and ready to move downward.

To gain this result, it would be necessary to ignite each particle of the mixture at the same instant, and thus to have ignition and combustion occur at top dead center. The mixture thus would be compressed into a minimum space before ignition and the rise in pressure due to combustion then would be most abrupt, the piston being driven outward with maximum force.

According to Whitman, no existing system of ignition will permit the ignition of all of the particles at the same instant. "The system in use," he says, "permits ignition of the mixture only at one or two points from which the flame is expected to communicate itself to the remaining mixture particles," and adds: "In a perfect mixture, each particle of gasoline vapor is surrounded by the particles of air necessary for combustion, and to ignite the mixture it is necessary to raise the temperature of these particles to the point at which the chemical change known as combustion will occur. Under usual conditions, the heat generated by the electric spark is depended upon to raise the temperature of certain of these particles to the point at which they will ignite, and the flame thus started is communicated to the particles of mixture immediately surrounding it, the flame being further propagated throughout the whole charge."

Though the spread of the flame from the point of ignition apparently is instantaneous, in comparison with the speed at which the engine operates, the actual time required is very considerable. Thus there enters into the calculations the period of time which must elapse between the instant at which ignition takes place and the instant the piston starts its downward travel. But, as stated, there being no ignition system which causes the complete combustion of the entire charge at the same instant, it is evident that, allowing for the period of time between ignition and combustion, the ignition must take place at a certain time before the piston reaches the top dead center of the compression stroke.

Therefore, for the last portion of its upward stroke, the piston is subject to a certain pressure which rises to maximum some time after the piston had passed the top dead center. Thus the momentum of the flywheel alone forces the piston up against the pressure caused by the ignition of part of the charge before top dead center is reached, and in this is found one of the serious losses in efficiency.

But though it is not now possible to cause the complete combustion of the entire charge at the same instant, which would constitute the ideal condition, it still is possible greatly to increase the efficiency of the engine by using that form of ignition apparatus which will permit of the ignition of the charge at the latest possible moment in the up stroke of the piston consistent with the obtaining of the maximum pressure on the piston at the instant when it starts its downward travel. Which is to say that with the present day apparatus which produces hotter and better sparks, in some cases two separate sets of plugs in opposite sides of the combustion chamber being used, more rapid flame propagation is possible and consequently ignition can be timed to occur later.

As the ignition is timed later, the pressure incidental to earlier ignition, when the piston was not so far advanced on its up stroke, is materially reduced and a resultant increase in power is obtained.

Motorcycle Club Formed in Huntington.

After discussion and deliberation lasting nearly a year motorcyclists in Huntington, Ind., have finally got together and formed a motorcycle club, electing the following temporary officers: Melville Tuttle, president; Rudolph Hollett, vice-president; Charles Paul, secretary-treasurer; Herbert Bridge, touring captain. The club starts with small membership, but it is expected to add until a large number join and enjoy the runs which are planned. No name has yet been selected for the organization.

Wednesday, June 28, a number of local motorcyclists will participate in races to be put on at Matter Park, in Marion, under the direction of the club of that city. It is expected that several hundred riders from the northern part of the State will be in attendance. Ten years ago Marion was known throughout this part of the country as a great place for the holding of bicycle meets, and it bids fair to become well known as a meeting place for riders of the power bicycles. A meet on Labor Day also is "in the works."

PUNCTURE FIEND AT NEWARK MEET

He Attacks Clarke and Kramer and Lawrence Wins—Fogler Also in Front —Collins Takes Paced Race.

It was an easy victory that Elmer Collins scored over George Wiley and Edward Root in the 15 mile motor paced race at the Newark (N. J.) Velodrome Wednesday night, 21st inst. Root gained a 25 yard lead at the start but Collins caught him in the second lap and Wiley also passed the blonde sprinter soon after. Root was lapped again by both men shortly afterward and dropped out for good in the third mile. Although Collins rode erratically he had too much speed for Wiley, who could not stand the gaff and fell behind steadily. Collins won by an even lap.

Percy Lawrence took the two mile professional handicap by a bit of clever track generalship. After being pulled up to the second division with the other back markers, he struck out alone and caught the front division. Then when the final drive came Lawrence uncorked the winning sprint. Both Kramer and Clarke punctured in the five mile open professional, the mishaps robbing it of much of the interest thereafter. Joe Fogler and the Bedell brothers fought it out in the windup and although he ran off the boards the Broklyn flier managed to win by half a wheel from John Bedell. Menus Bedell was third. Frank Cavanaugh was too strong for Erickson and Blatz in the half-mile open amateur, and killed them off in the last lap. Alvin Loftes won the three mile open, amateur, Cavanaugh loafing and Blatz being a tail ender.

Lawrence's little trick caught the other riders napping and he got away with it in good style in the two mile. Macfarland pulled the tailenders for two and a half laps until he coupled them to the middle section, and then he let go. Lawrence then went out and attached himself to the front end of the procession. In the final scrimble Jack Clarke ripped out a sizzling spurt from the rear, but made his usual falter near the finish and landed fifth, although he shook Kramer and Goullet. Willie Fenn was a surprise in the way in which he stayed at Clarke's heels. Lawrence flashed home first, followed by Martin Ryan and Jumbo Wells, both long distance men, who had a good fight for second money.

Fate seemed to toy with Clarke in the five mile professional, for he punctured just as he was starting his sprint two laps from home. Kramer did the same thing earlier. When Clarke retired Fenn was leading, but soon after Fogler went in front. The Bedells made things so warm for Fogler that he resorted to some rough work which almost brought him down near the finish. He ran off on the flat but managed to win nevertheless. Summary:

Half-mile open, amateur—Won by Frank Cavanaugh; second, Carl Erickson; third, Frank Blatz. Time, 1:02⅕.

Two mile handicap, professional—Won by Percy Lawrence (130'; second, Martin Ryan (220); third, Jumbo Wells (135). Time, 3:47⅖.

Five mile open, professional—Won by Joseph Fogler; second, John Bedell; third, Menus Bedell; fourth, Alfred Goullet. Time, 10:23⅖.

Three mile handicap, amateur—Won by Alvin Loftes (20); second, P. C. Heidrick (90; third, Paul Baker (190). Time, 6:19⅖.

Fifteen mile motor-paced—Won by Elmer Collins; second, George Wiley. Time, 20:14⅖.

Six Hour Team Race at Newark.

Cycle fans of Newark, N. J., are going to be treated to real peaches and cream racing on July 4. The big choice delicacy on the menu will be nothing less than a six hour professional team race for a $1,000 purse, the largest prize ever offered at a Newark cycle meet. The six hour plug on a six lap track in the open will be considerable of an innovation to the fans, and also will keep the riders on the jump so that there will be few dull moments. All of the top notch pro's are expected to take a whack at the fat purse. In addition there will be a card of spring races which will be put on first, and the big grind will follaw. The latter will be run under the rules governing the six day races in Madison Square Garden.

Big Road Race Snapped from Aeroplane.

For the first time in history snapshots of a bicycle race were taken from an aeroplane near Angeville, France, on the 14th inst., when Marcel Violette, a newspaper man, went up in a Farnam biplane and followed the Paris-Bordeaux bicycle road race, with a camera. In spite of a 30-mile wind, which swayed the machine violently, the photographer stuck to his dangerous task for over two hours, and descended then only because his films were exhausted.

Moore Postpones Scorch to St. Louis.

D. W. Moore, of the C. R. C. A., who was to commence his bicycle trip to St. Louis on June 20th, has found it necessary to postpone the start until about August 8th. Moore hopes to establish a record between New York and St. Louis, as well as between intermediate cities.

Sanction Granted for Mizpah Races.

Sanction has been granted by the N. C. A. to Mizpah lodge of Buffalo, N. Y., to promote two bicycle races at the Fort Erie (Ont.) track on August 3. The events are a mile open and two mile handicap, respectively.

WORLD'S CHAMPIONSHIP DECIDED

Parent and Ellegaard "Come Back" and Regain Titles at Rome—Moran Fails to Gain Higher Honors.

Jimmy Moran, the American cyclist who won the motor-paced championship of Europe a few weeks ago, came in third in the world's championship motor-paced race held in Rome, Italy, on Sunday afternonn, the 18th inst. Parent, the Frenchman, who took the championship two years ago, later being defeated in this country by Bobby Walthour in a match race, again won the title on Sunday. Darragon, another Frenchman, was second. The distance was 100 kilometers (62½ miles).

Thorwald Ellegaard, the Dane, captured the sprint title, defeating Pouchois, a Frenchman, who was second, and Hourlier, who won the championship of France a few weeks ago, was third. Ellegaard is known as the "grand old man" of European cyclists, and has held more world's bicycle championships than any other man. Four years ago he won the title and had a week of match races with Frank Kramer at Madison Square Garden, New York, during the six-day grind. Kramer defeated him every night.

Government Maps Useful to Cyclists.

Motorcyclists who wish to familiarize themselves with the topography of New York State will find the topographic maps of the United States Geological Survey, issued by the Department of the Interior, Washington, D. C., useful. These maps are issued on sheets covering districts of from 15 minutes to one degree of latitude and longitude, and give the height of elevations, the steepness of slopes, other natural conditions and also show all works of man, such as roads, location of houses, bridges, railroads and other landmarks. On the reverse side of the sheet is a key showing how to read the various indicator marks. Copies of the maps may be obtained at five cents each on application to the Director of the Geological Survey, Washington, D. C. Similar maps of other States also may be obtained for certain sections where the survey has been made.

Former Racer Fatally Hurt in Garage.

James E. Holladay, a former well known amateur cyclist, of Salt Lake City, Utah, was fatally injured on the 16th inst., by losing control of an automobile in a garage and falling down an elevator shaft. He died shortly after the accident. Four years ago Holladay sustained an injury on the Salt Palace track which forced him to give up racing, but he still retained his popularity among the riders of the Mormon capital and retained his interest in cycling.

RARE FIGHT FOR TWO-MILE TITLE

Kramer and Clarke in Battle Royal Until Clarke Falters—Macfarland Beats Hill in Match Race.

"Close finishes" seems to be the standing headliner at the Newark Velodrome, and Clarke and Kramer are always the participants. Some people think that before long the Australian lad is going to spring a surprise and change things around a bit. Whether this proves true or not Clarke is certainly proving each time that he rides against Kramer that the champion hasn't got a cinch, by any manner of means. With each succeeding race there comes a closer finish between the pair. In the two mile championship, on Sunday, the 18th inst., the pair looked like a team as they swept on the last turn. Clarke seemed possessed of a tremendous amount of speed and if he had shown just a bit more strength in this event he would probably have defeated the champion. Still, at the finish he had the fans on their feet, wondering if the eventful time had come. Coming to the bell lap Kramer was leading with Fogler second. On the stretch, in front of the grandstand Clarke came out of the line, and was at Kramer's handle bars in an instant. Kramer was on the job, however, and saw to it that the Australian didn't get his nose in front. Going into the last turn the riders were neck and neck, but here Jackie's usual fate took a hand and he faltered, fell back, and was a length behind in the stretch. He came to life again, just in time to nose out Joe Fogler for second place. The time for the race was unusually fast, 3 minutes and 54 seconds, and clipped 5 seconds off Kramer's previous local record for the distance.

In the one mile handicap Clarke and Goullet were the only ones of the "big train" to reach the final. Fogler's chain came off in his heat, and Kramer had a puncture. Martin Ryan, with 150 yards, was the man to catch in the final, and Clarke and Goullet, changing pace, caught the field in the fourth lap, but at the bell Ryan was still 75 yards to the good. Clarke was third, but on the first turn went around Goullet, took the lead on the back stretch and went after Ryan, who was still 50 yards ahead. Jack began to work and by the time the home stretch was reached had gathered such momentum that he led Ryan to the tape by three lengths.

The five mile motor paced race was to have been a three-cornered match, but owing to the frame of one of the pacing machines breaking Willie Fenn was eliminated, leaving Floyd Macfarland and Freddy Hill to fight it out, and they did to the queen's taste. Hill got off in front and stayed there with a 50-yard lead for most of the way. In the last mile Macfarland closed this gap some, and two laps from home he gave the word to Ruden, his pacemaker, and away they went. On the back stretch of the bell lap Mac got up even, finally sweeping around to the lead off the the last turn. Hill felt the strain and lost his pace, losing the race in as close a finish as has been seen on this track in a motor event.

Frank Cavanaugh, who is fast coming to the front in the amateur class, shared the honors of the day with Frank Blatz. The summaries:

Three mile novice—Won by Charles Wiggans; second, Otto Kohlhepp. Time, 7:07.

One mile handicap, professional—Won by A. J. Clarke (scratch); second, Martin Ryan (150); third, Alfred Goullet (15); fourth, Oscar Schwab (65). Time, 1:55‘.

One mile handicap, amateur—Won by Frank Cavanaugh (60); second, Earl Adams (80; third, William Pettit (80). Time, 2:03.

Two mile national championship, professional—Won by Frank Kramer; second, A. J. Clarke; third, Joseph Fogler; fourth, Alfred Goullet. Time, 3:54.

One mile invitation, professional—Won by John Bedell; second, W. Palmer; third, Chris Scheller; fourth, Jacob Magin. Time, 2:25⅕.

Five mile motor-paced match, professional, Floyd Macfarland vs. Fred Hill—Won by Macfarland. Time, 7:41⅖.

Five mile open, amateur—Won by Frank Blatz; second, William Pettit; third, Alvin Loftes; fourth, Earl Adams. Time, 11:20⅘.

Race of Western Michigan Cyclists.

The 21st annual road race of the Western Michigan Cycle Club, of Grand Rapids, will take place on July 4th, starting from Ramona Park at 4:30 p. m., and running to Cascade Springs and return, a distance of 15 miles. The race is open to all amateurs and entry blanks may be secured from the club, 39 Fountain street, up to June 28th. Excellent prizes are offered, including two $50 wheels, one for time and one for first place; four other good time prizes and 25 place prizes.

Canadian Cycle Championship Meet.

Four of the Canadian Wheelmen's Association Dominion bicycle championships will be run at Waterloo, Ont., on Saturday, July 1. The distances are a quarter, half, one and five miles, respectively. There also are carded novice races for boys and two motorcycle events.

Floral Park Cycle Races Postponed.

Rain caused the postponement of the 50 mile handicap bicycle road race of the Century Road Club of America, which was booked at Floral Park, L. I., on Sunday, 18th inst. It will be held Sunday, 25th, weather permitting.

WILEY WINS HOUR RACE AT REVERE

Collins's Puncture Renders His Victory Easier—Dennis Connolly and La Montague Share the Class B Money.

A punctured tire shut Elmer Collins out of first money in the one hour motor-paced race at Revere cycle track on Saturday night, the 17th inst., after three-quarters of the journey had been covered. Up to this point Collins had held the commanding position in the race, and only had George Wiley, who clung to him like a leech, to consider seriously. The accident, however, gave Wiley his chance and at the end of the hour he was five laps in the lead, with Collins second and Eddie Root and Ray Duer trailing far in the rear. Partically all of the minor events on the program were well contested, Willie Turville, of Revere, taking the amateur two-mile pursuit race in fine style. The five mile open for class B professionals was won by Archie Le Montague, of South Boston, with A. F. Grant, of Lynn, and Percy Cutter, of Wakefield, pushing him to the very limit all the way. The summaries:

Half-mile novice—Won by Willie Turville, Revere; Fritz Drobeck, South Boston, second. Time, 2m. 4⅕s.

Half-mile professional, class B—Won by Dennis Connolly, Everett; Fred Rollins, Everett, second; Percy Cutter, Wakefield, third. Time, 1m. 2⅕s.

Two mile amateur pursuit race—Won by Willie Turville, Revere; Ralph Emerson, Revere, second; Charles Helander, Brockton, third. Time, 4m. 3⅖s.

Five mile open professional, class B—Won by Archie La Montague, South Boston; A. F. Grant, Lynn, second; Percy Cutter, Wakefield, third. Time, 11m. 42⅖s.

One hour motor paced race—Won by George Wiley, Syracuse, N. Y.; Elmer Collins, Lynn, second; Eddie Root, Melrose, third; Ray Duer, Buffalo, N. Y., fourth. Distance, 39 miles 1 lap.

McKeesporters Visit Washington.

Washington, Pa., was visited on the 11th inst. by the nine bicyclists constituting the McKeesport Cyclers' Club, which takes a trip every Sunday to some surrounding part of the country. They are contemplating a trip in their wheels this summer that will cover several weeks, taking in Erie, Albany and other points.

Reading Motorcyclists Get Together.

At a meeting of the motorcycle riders of Reading, Pa and vicinity on the 8th inst. the Reading Motorcycle Club was formed, a constitution and by-laws being adopted. The colors chosen for the club were orange and purple. Applications for membership may be sent to John G. Nuebling, 849 Penn street.

LOFTES MAKES GOOD IN TORONTO

Breaks Even in Series of Match Races with Canadian Champion—Does Some Great Riding.

Without intending to incite any desertions of Manager Chapman's riders at Newark, it might not be inadvisable for Alvin Loftes to emigrate to Toronto and stick around there for a while, judging by the promising showing he made there on the occasion of his first appearance on the 16th inst. Loftes has not set the world afire at Newark this season, but when he took a quiet excursion up to Toronto it seemed to change his luck right away and he showed his true form.



WALTER ANDREWS, CANADIAN CHAMPION

Loftes and Walter Andrews, the Canadian champion, met in a series of races, and greatly to the surprise of the local fans, the visitor beat Andrews the first time, lost by a hair in the second meeting, and was thrown by an accident to his motor in the third heat, leaving the question of superiority still to be decided. Loftes beat Andrews in a whirlwind sprint in the half-mile race. The local crack came back in the mile race and won by a hair. Then they got behind motors to settle the deciding heat. The distance was three miles. Loftes was unfortunate in having an obstreperous motor, and incompetent pacemakers and the latter were changed three times before the race actually got under way.

In the second mile Loftes's motor skidded, he rammed into the roller and took a little aviation trip. Men and machines came down on the track in a heap, and the crowd became paralyzed with fear as Andrews bore down on the mass of wreckage. By great good luck he got through without hitting anything and then the crowd rushed down and picked up Loftes, who was unhurt, and put him on its shoulders, and carried him around the field. The heat was called off, but Loftes has promised to return for another meeting, which is being looked forward to with great interest.

In the final of the mile repechage, Loftes consented to start from scratch, although he already had fulfilled his contract. There was some raveling of the lap scores and he was unable to finish better than third, but he unwound a sprint that made the local pedalers' heads swim.

Because the Toronto Motorcycle Club considered the track unfit it declined to allow any of its members to compete in the motorcycle race, which action, of course, made the event a fizzle. Lou Marsh, on a Motosacoche, won easily. The summary:

One mile novice—Won by W. Spencer; second, H. Simmons; third, F. Shaw. Time, 2:32.

One mile repechage handicap—Won by A. Watson (175); second, F. Shaw (125); third, A. Loftes (scratch). Time, 2:17⅗.

Half-mile invitation, amateur—Won by Alvin Loftes; second, Walter Andrews. Time, 1:21.

One mile invitation, amateur—Won by Walter Andrews; second, Alvin Loftes. Time, 2:49.

One mile, open—Won by Morton; second, H. McDonald; third, W. Rogers. Time, 2:24.

Five mile, motorcycle—Won by Louis Marsh; second, C. S. Poole; third, T. Smith. Time, 10:45.

A Motorcycle Saves the Day.

Ingenious riders and others have found many uses for the motorcycle, but who would have guessed that it would enable a newspaper to run its presses after the plant had been struck by lightning? This was what happened at Greely, Col., on the 1st inst., when the local paper was out on time in spite of the lightning, owing to the fact that a motorcycle engine was used to run the presses.

ACME WHEELMEN PROVE ATHLETES

Handicapped with Cycle Clothing Win Several Events in Staten Island Athletic Meet—Close Racing Follows.

The Acme Wheelmen of New York held a club run to New Dorp, Staten Island, on Sunday, the 18th inst., and incidentally had some fun with some local athletes and won a base ball game. The wheelmen were handicapped in the athletic games by their bicycle clothing, while the natives were all in running togs, but at that the Acme bunch made the Staten Islanders do some fast running in all the races. In the three legged race E. Rick and W. Mesiner of the Acmes won, and J. De Bruyn and A. Eberhardt came in third.

The Acme Club held two cycle races, a three mile handicap and a one mile scratch, over a third of a mile dirt track, with some sharp turns, causing the riders to skid, and some little excitement. The three mile event was won by I. Higgins (100 yards), with J. DeBruyn (scratch) second, and E. Rick (scratch) third. Time, 8:21⅖.

The riders in the one mile scratch race made the crowds hold their breath as they neared the turns, all the while jockeying for position. E. Rick was finally forced to the front to pull, after W. Farrell had set the pace for nearly two laps. Half a lap from the finish Rick jumped the bunch and won the race, with Farrell second, and A Eberhardt third. The riders were about six inches apart at the finish.

The Staten Island nine took the first ball game with a score of 5 to 4. The second game the tables were turned and Acme scored six runs against three for the natives.

The Acme Wheelmen are anxious to arrange ball games with teams from other cycle clubs. Anyone interested may communicate with J. DeBruyn, 602 West 146th street, New York City.

Speed Regulations for Syracuse.

After a long drawn out campaign on the part of the Syracuse newspapers against the motorcycle speedsters, Commissioner of Public Safety H. E. Hessler has notified the police of that city that motorcyclists must reduce their speed to eight miles an hour through the streets and to five miles an hour when turning corners outside the city half mile circle, and to three-fourths that speed inside the half mile circle. According to the Syracuse Journal the law limits the speed of automobiles and motorcycles to 15 miles per hour. If this statement is correct, Commissioner Hessler has taken it upon himself to enforce a lower speed than the law allows.

It is evident from the ruling of the commissioner that he is not conversant with the motorcyle.

Why the HARLEY-DAVIDSON is so Popular

There are more single cylinder Harley-Davidson motorcycles sold every day than any one model of any other motorcycle manufacturer in the world. There are several reasons responsible for this.

First: The careful motorcycle buyer of today knows that nearly all track races are won by specially built racing machines, and that the results of such contests tell him **absolutely nothing** about the **stock machines** turned out by the same company. The Harley-Davidson is **not** a racing machine. It is a **service** machine, a clean, quiet and comfortable motorcycle, recommended by every man who ever rode one.

Second: Many motorcyclists do not appreciate a really good motorcycle until they have owned and ridden a poor one. Then they turn around the next year and buy a Harley-Davidson. Any motorcycle rider, no matter what machine he rides, will tell you that "the Harley-Davidson is a good machine."

Third: By actual comparison, point for point, with any other motorcycle built, the Harley-Davidson offers more by far, dollar for dollar. Anyone can see this, even a ten-year-old child. The forks, tanks, frame, motor, transmission or the finish—just compare one or all with any other motorcycle built. And then the record of the Harley-Davidson. Compare this with any other. Its reputation was not made with specially built racing machines ridden by professional or semi-professional riders. The reputation of the Harley-Davidson was made by the machines themselves— **stock machines,** in the hands of private owners.

Fourth: The large corporations which are buying motorcycles in quantities are buying Harley-Davidsons in preference to all others. Many of them bought Harley-Davidsons first; others who first purchased inferior machines have replaced them with Harley-Davidsons. Police departments all over the country have found that the Harley-Davidson is the most satisfactory motorcycle for their purpose. Service and economy are what such people are after. The past record of the Harley-Davidson gives an absolute guarantee of real, tangible service, while the Harley-Davidson's **Official World's Record for Economy** assures the purchaser of a very low cost of up-keep.

Join the crowd. Ride a Harley-Davidson. Count the "Grey Fellows" today. You see them everywhere. In spite of the fact that there are 44 active manufacturers in this country, about one-fourth of all the motorcycles sold in America are Harley-Davidsons. **Why?**

Harley-Davidson Motor Company

499 - L - Street Milwaukee, Wis.

Demand for Cycles Better than Ever.

For those who may have the thought that the interest in cycling is decreasing, the following articles, published in the Bloomington (Ill.) Bulletin, will bring some enlightenment:

Local bicycle dealers say business in the sales department is "corking."

"Never before," they declare, in chorus, has the demand been better since the man who invented the hurry-up-walking machine first sprung his happy thought.

They say men who work in offices and want exercise and fresh air served in one dose are taking to the simplified bicycle. People who have become tired of talking to themselves while waiting on corners for street cars are buying bicycles. Poor but human residents who enjoy regular excursions through the parks and who have no homes to mortgage for automobiles, are buying bicycles, with seats for the baby on the handlebars. And so the unusual trade is classified.

Old, young large and small seem to have the bicycle craze. The last half dozen years have been branded by bicycle dealers as "bad years," but they are all willing to admit that this year everybody has acquired that longing to go sailing around on wheels.

When the automobile came into the limelight and big touring cars began to sell at the $1,000 figure, bicycle dealers threw up their hands and with long faces, prepared to get rid of their big stocks of two-wheeled conveyances at prices attractive.

"But what is the cause of this bicycle revival?" a prominent dealer was asked today.

"In my opinion it is the weather," he replied. "The bright weather which prevailed at the critical season last spring, I believe caused the trick. Then, too, the demand was augmented by the fair weather this year."

Of course there are people who do not ride now and who fail to do so because it is no longer the fad. However, many people have learned that the bicycle is too good an asset in a business way to be done without. With a "wheel" many a man can go to his work more quickly and conveniently than he can go on the cars.

"The motorcycle craze is hitting good and hard this year," another dealer said. "For a great many they are most too expensive. They are for the class between the bicycle and the automobile classes.

"We sell a great many small wheels for juveniles, both boys and girls," another dealer declared. "These little bicycles are as carefully made and are as expensive as the wheels for adults."

In explaining the renewed popularity of the bicycle, dealers give varying opinions. Some say it is because the "wheel" is ever faithful, never talks back, needs no urging to keep going, eats neither hay nor gasoline, seldom has punctures and never colic, is comparatively cheap and many times essential.

Cycles from Vancouver to Quebec.

Riding from Vancouver, British Columbia, to Montreal, Quebec, on a common ordinary every-day bicycle, has been the accomplishment of Thompson Clarke, a pedal enthusiast of Vancouver. Clarke is on his way to England, his old home, to interview the English Football Association regarding the formation of a Dominion-wide soccer league, and chose this means of travel because of his love for wheeling. Clarke left Vancouver on April 4th last, and except for a small stretch of country over which he was not given permission to ride, has pedaled every inch of the way, using the railway tracks as the best route for most of the distance. Using a compass for a guide, he declares that he has not gone more than 30 miles out of his course.

When he alights from the boat at Liverpool he will remount his wheel to reach London, from which place he will use knee grease to get to the Glasgow exhibition. He wore out two suits of clothes, but had the money to buy a third at Montreal, people along the route having been ready purchasers of the postcards he "pedaled."

New Duty for Cycle Police.

A new duty has devolved upon the cycle and motorcycle policeman of New York, who have been instructed to assist the taxicab inspection bureau in making chauffeurs keep the lights on their meters lit and in preventing two men from riding on the seats unless the occupants of the taxis have consented to this arrangement. When the taxis were standing it was not a difficult matter for the inspectors to apprehend the violators of the ordinance, but it was impossible to catch them when the cabs were in motion, so the cycle and motorcycle police will now look out for offenders.

Monster Cycle Parade for Tacoma.

Great plans are being made for the Carnival of Nations to be held in Tacoma, Wash., during the week of July 3, and Director Porter is very enthusiastic about the bicycle and motorcycle parade which is to take place on the opening night. He hopes to have in the parade the largest number of the two-wheel machines ever seen in Tacoma. The machines are to be decorated, and will parade through the main streets, which will be illuminated from end to end with red fire.

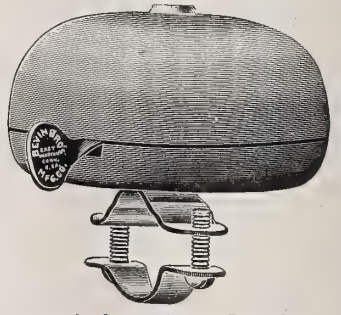
Schroeder Wheelmen Arrange Races.

At the last meeting of the Schroeder Wheelmen, New York City, it was decided to hold a series of club championship races this summer. A committee was appointed to select a course and arrange a program of races.

Bevin Bells



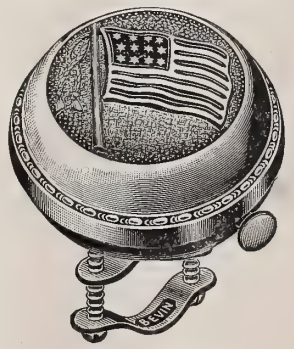
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BALTIMORE PLANS BIG "FOURTH"

Rousing Program of Bicycle and Motorcycle Events Arranged for the Holiday —Parade to Precede Race Meets.

There will be big doings in Baltimore on July Fourth, for a great safe and sane celebration has been planned. One of the leading events of all will be the local motorcycle and bicycle races which will be pulled off by the club of the Monumental City, and no less than fifteen races are on the program. A bicycle carnival, bicycle and motorcycle races around the lake in Clifton Park, and other features have already been planned, and to all of these festivities the orphans from the institutions in and around the city have been invited, and arrangements will be made for their accommodation. The sporting element is particularly interested, and it is the intention of those in charge of these events to make the meet the largest held in Baltimore for many years. The improvement associations in charge of the celebration in the northeastern section of the city have selected the Crescent Bicycle Club to take charge of this end of the program, and they are making great preparations for the occasion. The track will be rolled and put in perfect condition with a steam roller.

The cycling feature of the celebration will start at 8 o'clock in the morning, and between that hour and 10 o'clock the drive will be open to riders of decorated bicycles who are participating in the carnival. Prizes will be awarded for the best exhibit suggestive of the day; for the most unique and original; for the best decorated girl's wheel and for the most comical.

Ten o'clock will see the first of the bicycle races started, and these will include a mile novice, a mile boy' race, a two mile free for all, a two mile race limited to those riders who have never won a first or second time prize in a road race, a two mile handicap, a miss-and-out, three mile motor paced race, a two mile tandem race, and a two mile triplet race. Merchandise prizes will be awarded in all of these events, which will be open to amateurs only.

At the conclusion of the bicycle events the motorcycle races will be started, and a five-mile free-for-all and a five-mile handicap open to private owners with stock machines. Quarters for all of the riders will be furnished in the mansion house, where shower baths, etc., will be provided and all other arrangements will be made as perfect as possible. The entry blanks just off the press have been eagerly sought for.

May added another record month to the 1911 century-mileage contest of the Crescents, the totals in which are amounting to a figure never before equaled by the club. During May 5,542 miles and fifteen centuries were reported by the members, which is a new monthly record for both mileage and centuries. For the five months ending May 31st the members have reported 17,990 miles and 41 centuries, which is far ahead of the best previous record for the same period. But few changes occurred during the month of May in the comparative standing of the members, the only one of importance being the further rise of Mommer, who is now ensconced in fourth position.

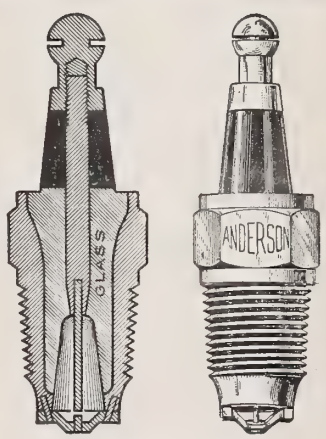
The standing of the leaders to the first of the present month follows:

First, William Leimbach; second, Charles H. Thoms; third, August Leimbach; fourth, Frederick E. Mommer; fifth, Frederick M. Sanborn; sixth, Langdon M. Sanborn; seventh, Alfred J. Baker; eighth, J. Frederick Huber; ninth, John W. Trost; tenth, George Peilstocker.

No Superstition on Sane Fourth.

Apparently no superstition toward the number 13 exists among the members of the Springfield (Ill.) Motorcycle Club, for they have booked that number of races for the big meet scheduled for July 4. Ten miles is the longest event, and there are restricted races for chain and belt machines. Crack riders from all parts of the State are expected to compete and hot competition is looked for.

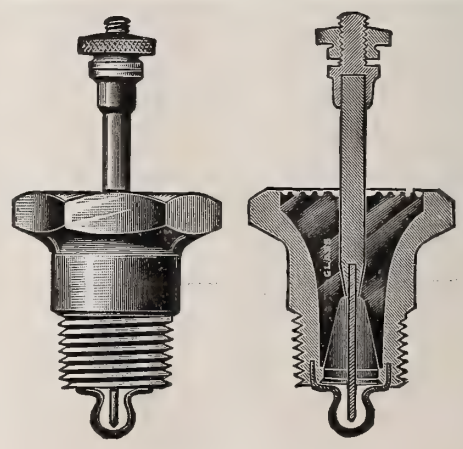
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Glass Insulation, the Glass Being Welded to the Steel. Absolutely the Strongest, Most Enduring and Certain Plug on the Market, Although of Glass.



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Anderson Glass-and-Steel Spark Plugs now are offered in a new model with small diameter shell and a mica stem, styled the Model B. The basic principle of glass insulation welded to the steel shell and central electrode into one integral mass obtains in both models, and the flash of the explosions is shown through the glass insulation of Model B as in Model A.

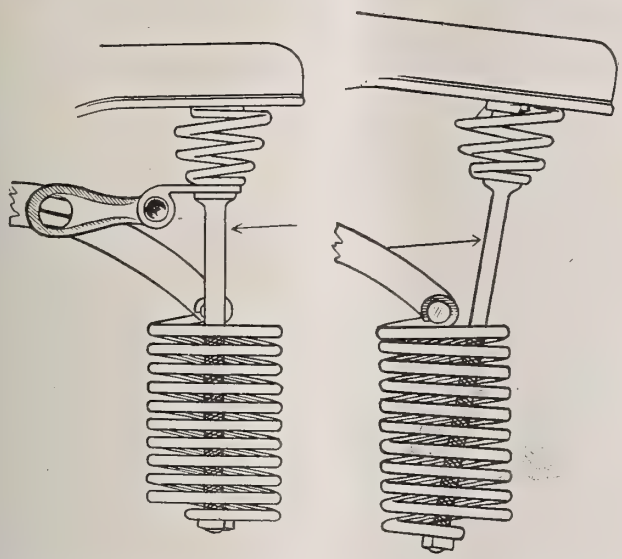
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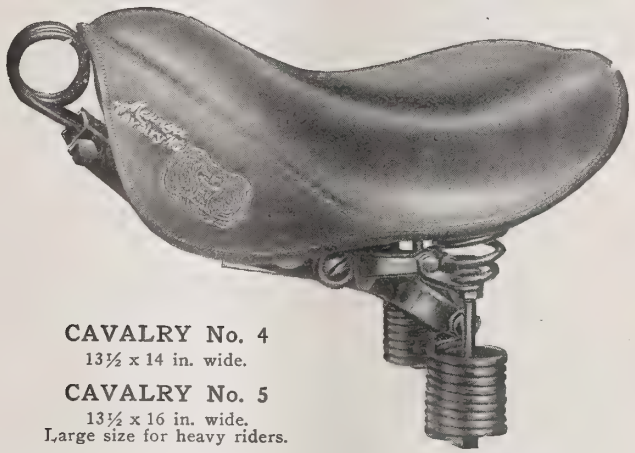
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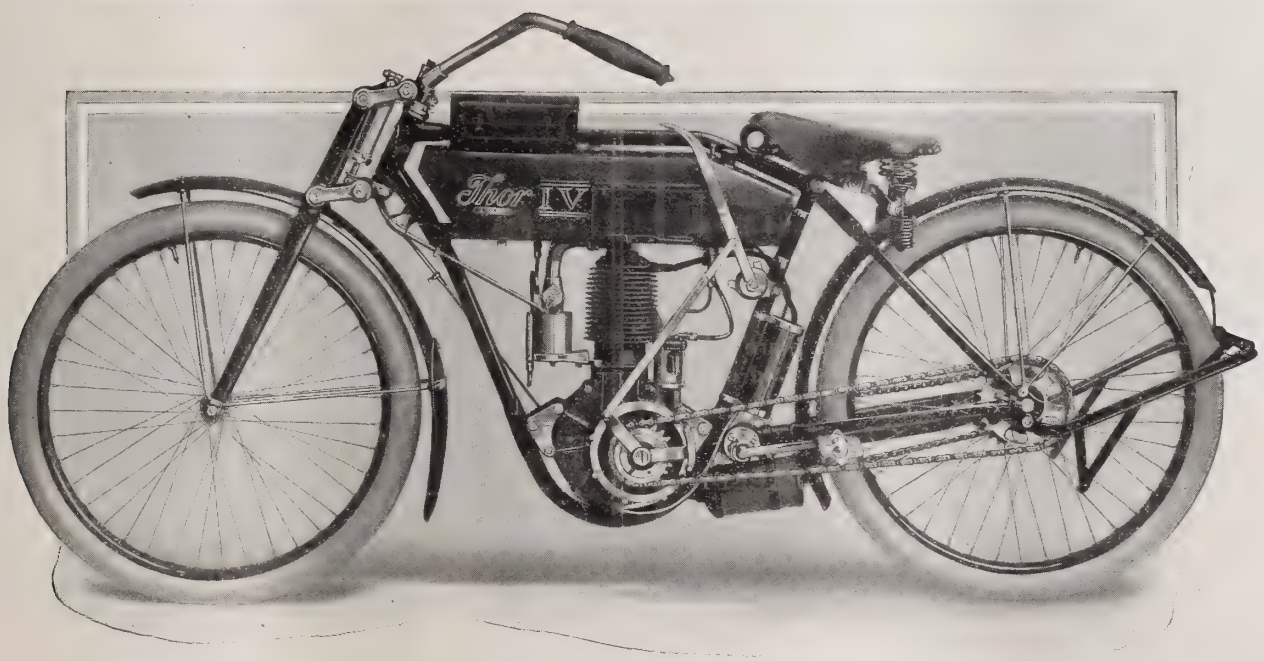


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It is time all Wise Men woke up. Buy a Thor or you will envy the man who does.

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World's Fastest Motorcycle Track

1-3 Mile Board Circle--Seats 30,000—Cost $40,000 — Ready for Practice June 18th

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Opening Meet July 8th and 9th

$840.00 in Prizes and Speed King Crown

LIMIT OF SPEED with the Minimum of Danger

LIST OF EVENTS AND PRIZES:

First Day, Saturday, July 8th

Three miles, open to private owners—30.50 cubic inches. Gold medals, value $15, to first, $10 to second and $5 to third.

Five miles, open to trade riders—30.50 cubic inches. Gold medals, value $25, to first, $10 to second and $5 to third.

Five miles, open to private owners—61 inches or under. Gold medals, value $20, to first, $10 to second and $5 to third.

Ten miles to professionals—61 inches or under. Gold coin, $50 to first, $30 to second and $20 to third.

Eight miles, open to trade riders—61 inches or under. Gold medals, value $30, to winner, $15 to second and $10 to third.

Fifteen miles, open to professionals—61 inches or under. Gold coin, $50 to winner, $30 to second and $20 to third.

Six miles, consolation, open to professionals who are non-prize winners in this meet—61 inches or under. Gold coin, $30 to winner, $20 to second and $10 to third.

Second Day, Sunday, July 9th

Same list of events and prizes as on first day—EXCEPTING the 15 miles professional race will be run on the second day for the same prize money with the ADDITIONAL award of the WORLD'S SPEED KING CROWN to the winner.

Two days racing each week until Sept. 10th, with prize list totaling never less than $600. Handsome trophies to be awarded out-of-town clubs sending ten or more members to witness opening meet. Secretaries, write for particulars.

For entry blanks and all information address
DIRECTOR OF CONTESTS

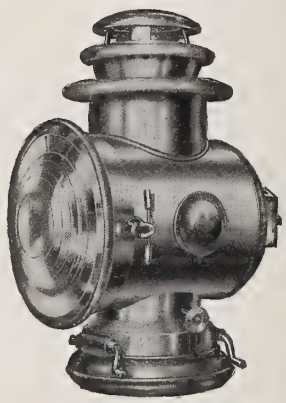
RIVERVIEW STADIUM-MOTORDROME
Suite 814—No. 20 Jackson Boulevard Chicago, Ill.

HAM'S DERBY

HAMLIGHT
QUALITY LAMPS

Cold Blast Motorcycle Lamp

Burns kerosene oil.



Has none of the bad features of the acetylene and all of the good.

Produces a light of exceptional brilliancy and will not blow or jar out.

Handsomely designed to conform with the graceful lines of the motorcycle and strongly constructed of heavy gauge brass, all parts riveted.

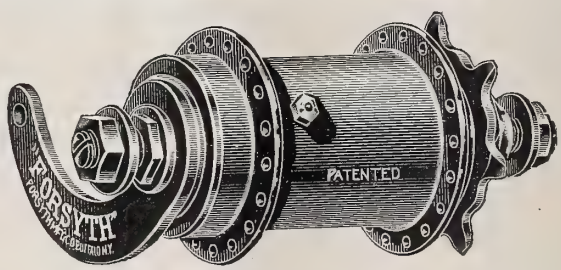
Measures 9 inches high and fitted with a 4¾-inch magnifying lense, highly polished silver plated reflectors, and red and green side signals.

Handsomely finished in polished brass, nickel plate, black, Royal blue, French gray or red with nickel or brass trimmings. Furnished with single or double fork bracket to fit any machine.

Write for detailed description and price list.

C. T. HAM MFG. COMPANY
ROCHESTER, N. Y.

A good dealer, like a good housekeeper, ought to keep in stock certain staple articles.



For instance

The Famous Forsyth Coaster Brake

This coaster brake has won its own way on its own merits and for years has given entire satisfaction to its users.

Forsyth Motorcycle Pedals

Made to stand up and do stand up.

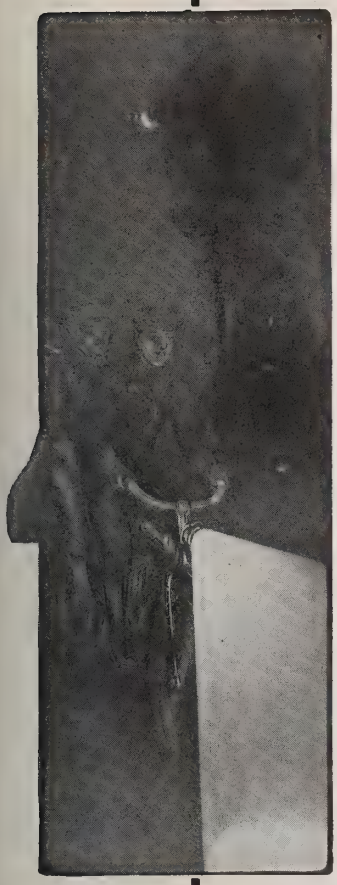
Forsyth Specialties

Chain Guards and All Connections.
Brake Levers and Connections.
Brakes, Wrenches and Many Other Useful Articles.

Echo All-Ways Extension Handle Bars

Fits any stem.

FORSYTH MFG. COMPANY, Buffalo, N. Y.



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

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But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

The Prest-O-Lite Co.

245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

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Jewel Mica Spark Plugs

Of Especial Value to Motorcyclists

CANNOT CRACK. Oil, grease, moisture affect them not. After a two thousand mile run Pittsfield Plugs will be as good as ever. Designed especially for high speed Motorcycle Engines. Will not carbonize. Spark is sure and perfect.

And the **Pittsfield Coils** are as serviceable as the Spark Plugs. Our new method of winding and insulating make breakdowns impossible.

Try them. Your engine will produce more power.

Write for Catalogue



PITTSFIELD SPARK COIL CO.

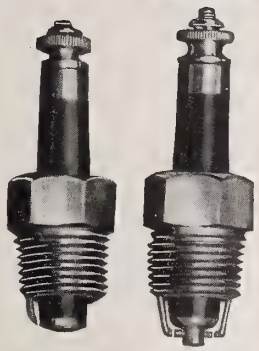
Dalton, Mass.

SALES REPRESENTATIVES—*New England States, William J. Connell, 555 Boylston St., Boston, Mass. Atlantic States, Thomas J. Wetzel, 17 W. 42d St., New York City. Central States, K. Franklin Peterson and H. V. Greenwood, Room 921, No. 122 So. Michigan Blvd., Chicago, Ill.; *Ogden W. Brown, 218 W. Lake St., Chicago, Ill. *Pacific States, Chanslor & Lyon Motor Supply Co., San Francisco and Los Angeles, Cal. * Full line carried.

Price Spark Plugs

Single Pointed $1.00

Double Pointed $1.10



Battery Plug — Magneto Plug

MOTORCYCLE TIRES AT HALF PRICE

Don't be skeptical in buying these tires because the price is low. They are of standard construction (moulded type) and were made to sell at regular prices.

You take no chances in buying as we guarantee these tires to be satisfactory and to be the biggest snap ever offered in motorcycle tires. If you don't think so when you receive the tires return to us and we will refund your money This snap won't last long, so send in your order quick if you want to save 50 per cent. on your tires.

PRICES — Single or Double Clincher
Bailey or Grid Iron Tread

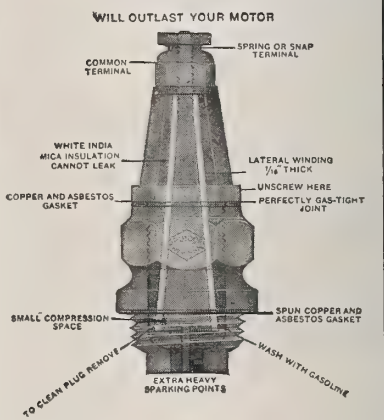
26 x 2¼	$5.25	28 x 2¼	$6.25
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AMERICAN TIRE & RUBBER COMPANY, 1229-1231 Michigan Ave., Chicago, Ill.

SPLITDORF PLUGS

On Every Winner In Both Meets

At Tuileries Park and at Lakeside, Denver, June 10



It's the Plug the Racing Kings insist on—the one the experienced road riders specify when ordering new mounts. Why? Because they know it will give them Better Ignition than any other. Remember, the SPLITDORF Plug is designed to meet motorcycle requirements, and is not an "adapted" automobile Plug. Insist on the SPLITDORF Plug.

Chicago: 1110 S. Michigan Ave.
San Francisco: 520 Van Ness Ave.
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Branch, 1679 Broadway

Walton Ave. and 138th St., NEW YORK

"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

The Only Complete Tire Repair Outfit
ON THE MARKET FOR MOTORCYCLES.

"TITE-WAD"

The Rubber Putty

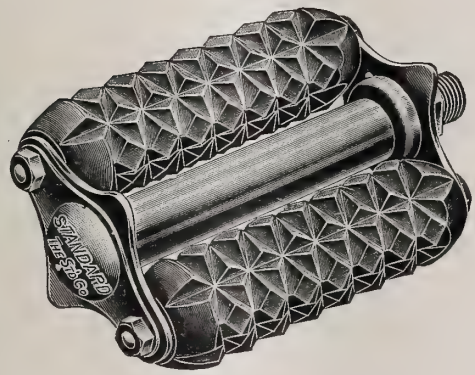
Repairs TUBES OR CASINGS to STAY FIXED. No acids, no heat, no battery, no tools, no patches.

30 REPAIRS IN EACH OUTFIT, $1.00 prepaid.

Satisfaction Guaranteed. Your dealer or direct from factory.

PAGE-LESTER CO.
126 W. Van Buren St. Chicago, Ill.

From the feet up, there is resilient comfort in the



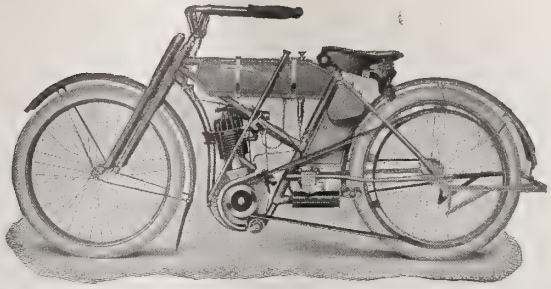
No. 3 Standard Motorcycle Pedal

Plenty of rubber, of the kind that lasts a long, long time without wearing out or getting hard. Deep corrugations so that the foot clings to the pedal. The No. 3 Standard Motorcycle Pedals sell for $3 per pair.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

Send for descriptive circulars

The Standard Co.
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FLAT OR V BELT

Wagner

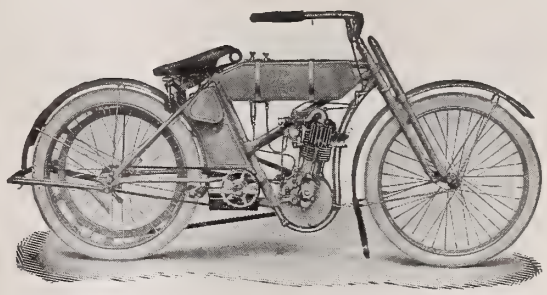
"4"-"11" Models

More Power
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Better Service

At the Price You Should Pay

Write for Catalog and Description of New Flat Belt Model.

Wagner Motorcycle Co.
ST. PAUL, MINN.



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This is NEVERLEAK Season

Are You Ready?

No bicycle kit and no bicycle repair shop is complete without NEVERLEAK, the wonderful TIRE FLUID that heals punctures without the rider having to dismount.

There's big money in NEVERLEAK for you — especially in the "TIP TOP" offer, which means a lower price to you, and twice the usual number of certificates.

Did you ever see NEVERLEAK premiums? They're dandies. Dealers everywhere are enthusiastic over them. They're easy to get because NEVERLEAK is such a sure and easy seller. Just ask your jobber why NEVERLEAK will make money for you.

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Diamond BICYCLE TIRES LEAD

"Users Know"

Special Bicycle Tire Booklet on Request

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FAUBER HANGERS

mark the quality bicycles. See that your bicycle is equipped with the Fauber. Our big factory is being further increased for the production of Fauber hangers and sprockets.

Great Western Mfg. Co.

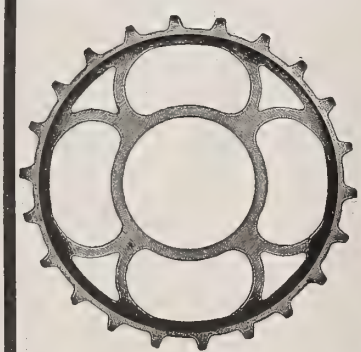
LA PORTE, IND.

The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

Why take ordinary lamps, when you can have Solars?

BADGER BRASS MANUFACTURING CO.
Kenosha, Wis. (39) New York City



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PRESSED—FLAT

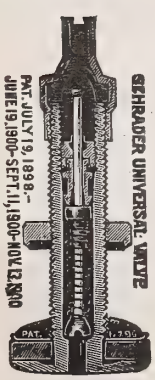
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All sizes for Bicycles, Motorcycles and Coaster Brakes.

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SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)



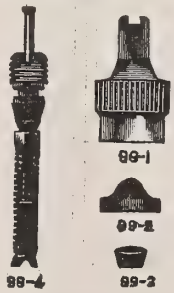
NOTICE **Manufacturers of Bicycles, Jobbers and Dealers:**

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by

A. SCHRADER'S SON, Inc.

Established 1844.

28-32 Rose Street
NEW YORK, U. S. A.



IT TOOK

THE FLYING MERKEL

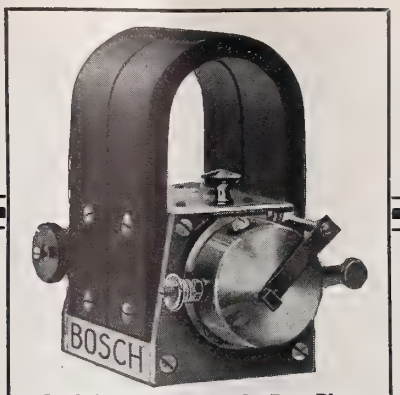
to break all hill climb records on the famous Shingle Hill, New Haven, Conn., June 10th.

2 FIRSTS
AND
1 SECOND

were landed out of three events.
What do you think of the Merkel Ball-Bearing Engine?
Write for Catalog "D"

THE MIAMI CYCLE & MFG. CO.
Successors to
Merkel-Light Motor Co.
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MEMBERS OF M.M.A.

Chicago Branch, 2127 Michigan Avenue
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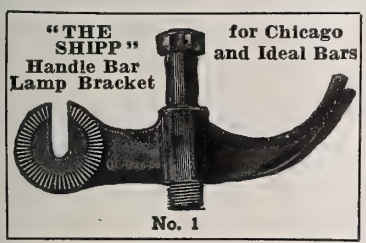
Look for the Name on the Base Plate

Take No Chances

The greatest desire in motorcycling is to reach your destination—rain or shine—independent of the harassing delays caused by puzzling ignition troubles. There's only one way to insure this—it's so simple, too—

Use a Bosch Magneto

BOSCH MAGNETO COMPANY
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Each Month's Sales show an increase in the sale of Shipp Handle Bar Lamp Brackets
There is a Reason

THEY
Fit Right
Are Right
Look Right
and
Increase your lamp sales



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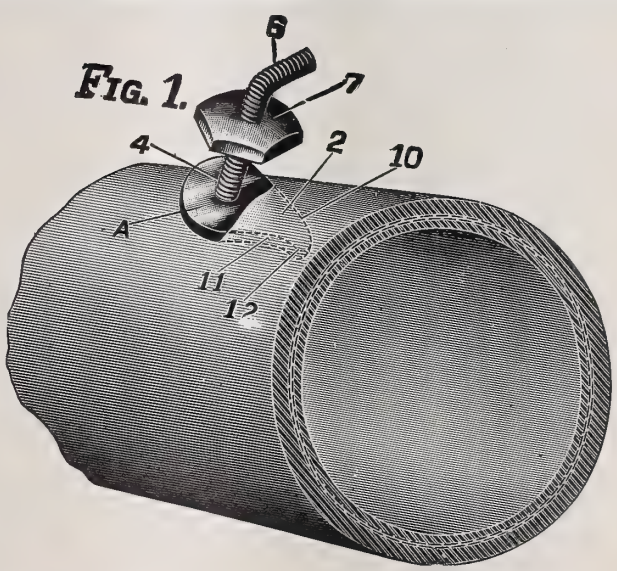


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Immediate Delivery
All Styles
$3.25 Per Dozen

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The Harris Brass Plug
NEW, SIMPLE AND EFFECTIVE

Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or plyer.

ELECTROTYPES FURNISHED FOR CATALOGS.

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Safest Strongest Surest

The MUSSELMAN
Air-Cooled Motor Brake

"As Powerful and as Certain as an Air Brake"

Runs as free and easy as an ordinary hub. Costs no more than the other kind. Send for full description.

The Miami Cycle & Mfg. Co.
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Licensed Coaster Brake Manufacturers

Don't Forget the Connecting Link When Buying a New Chain



You know this is important for quick repair on the road.

Diamond Chains have absolutely the simplest connection ever offered—one that can be made or broken in an instant. The chains themselves are right up to scratch in every way too.

Ask your dealer.



TRADE ◇ MARK



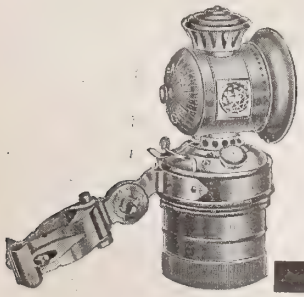
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141 W. Georgia St., Indianapolis, Ind.
Capacity 8,000,000 feet per year
(105)

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When you ride at night
You need plenty of light.

"Search-Light"
(Made by Bridgeport Brass Co.)
BICYCLE LAMP
(Makes Its Own Gas)

is the bicycle lamp you want. Nothing else like it. Throws a very powerful light. Handsomely finished. Nickel plated. Can be attached to fork or head. Adjustable. If your dealer is sold out, write us. Send for booklet.



Bridgeport Brass Co.
116 Crescent Ave.
BRIDGEPORT, CONN.

Brooklyn Agent for
INDIAN, PIERCE and NEW ERA
Motorcycles and Quick Delivery Tri-Cars

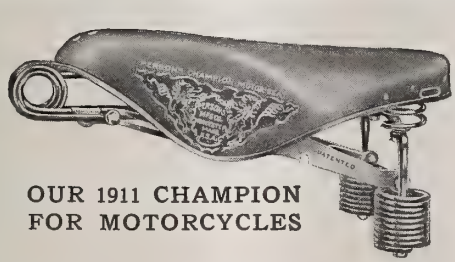
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1080-1082 Bedford Avenue



Clearance Sale at Sacrifice Prices

Indian, 1911, 5 h. p., demonstrator, fully guaranteed, new, $200; Indian, 7 h. p. twin, $175; Indian, 5 h. p. twin, magneto, $95; Indian, single, battery, $60; Pierce, 4 cyl., 1911, demonstrator, $275; Pierce, 4 cyl., perfect condition, $175; Reading Standard, motor tandem, $150; New Era, demonstrator, battery, $150; New Era, demonstrator, magneto, $250; Merkel Light, demonstrator, $125; Indian loop frame, tandem attachment, $10.

Tucker Rims
HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO



OUR 1911 CHAMPION
FOR MOTORCYCLES

Don't Accept A Cheap Substitute
for a
PERSONS SADDLE
for
BICYCLE OR MOTORCYCLE

Only the Genuine Bear Our Name.
Oldest Saddle Manufacturers in U. S. A.

THE PERSONS MFG. CO., Worcester, Mass.



The
New England Racer
Price $55

A WINNER

Fast Strong
Light Snappy

The Only Bicycle in the World Built for Sprint RACING on Small Board Tracks.

Three Reasons Why

First. It brings the rear wheel four inches closer to the hanger, bringing more weight on the rear wheel, and relieves the strain from the front wheel and forks. This will be appreciated by all track riders, as it is a well established fact that in order to acquire any great amount of speed on tracks with sharp turns, it is essential to have all possible weight of the rider on the rear wheel.

Second. The **New England Racer** uses from 14 to 19 inches less chain than the average racing models. This is a big factor in racing, as a long chain is bound to swerve, and if not kept tight will jump the sprockets or catch on the top of a tooth and break. This is a frequent occurrence on board tracks. On the **New England Racer** the chain can be adjusted as loose as the rider desires without the least danger of jumping the sprockets or breaking.

Third. The rear stays being much shorter, are stronger, and will prevent the sprockets from pulling out of alignment with each other under great strain.

J.W. CRADY & CO. WORCESTER MASS.

N.S.U. SPRING FRAME TWO SPEEDS

The New Twin has the cylinder capacity of a single, but the power and speed of a big twin—a revelation in motorcycle construction. Write for details.

N. S. U. MOTOR COMPANY
206 West 76th St. Dept. B New York City

Coventry Bicycle Chains



Has it occurred to you that the silky running of Coventry Roller Bicycle Chains means less friction and consequently increased speed? Why not educate your customers to these advantages? We carry a large stock of ½-inch Pitch and 1-inch Pitch Twin Rollers, in widths of ⅛, 3-16 and ¼-inch. Write us to-day for particulars and prices. It will pay you.

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SALESMEN for side line; retailers' monthly magazine containing 100 advertisements, cuts, ideas; helps your sales and your customers' sales; requires little extra time; liberal commission, easy sales. Sample copy, particulars, RETAILERS' ADVERTISING SERVICE, 220 Broadway, New York City, N. Y.

MOTORCYCLE BARGAINS—50 of them; $50 and up; also tri-cars. NEW YORK MOTORCYCLE CO., 320 West 48th St., New York.

FOR SALE—100 second-hand bicycle frames, forks, chains, pedals, bars and hangers. Complete sets at $1 each in lots of six. Snap for bicycle dealers and repairers. DENINGER, 337 North St., Rochester, N. Y.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; also sundries. TIGER CYCLE WORKS CO., 782 Eighth avenue, New York.

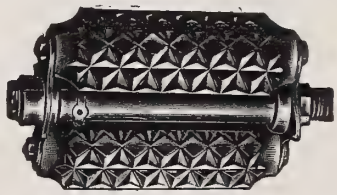
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Bicycle and Motorcycle Sundries
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Rochester, N. Y.

Every Live Dealer Sells
DUCKWORTH CHAINS
Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.
DUCKWORTH CHAIN & MANUFACTURING CO., Springfield, Mass.



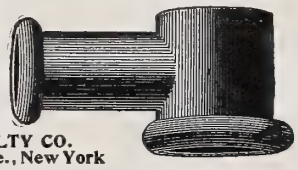
"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

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Motorcycle Pedals



Motorcycle Chain Adjusters, Pedal Rubbers, Stee Mud Guards, Braces, Lacing, Bolts. Nuts, Washers.
ORDER THROUGH YOUR JOBBER.
STEVENS & CO., 375 Broadway, New York

Magneto Terminal Protector
Makes Magneto WATERPROOF
Price 15c. Each Postpaid
DEALERS write for discount.
B. & S. SPECIALTY CO.
165 St. & Jerome Ave., New York



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A house where the trade can get what they want in
Automobile, Motor and Bicycle SUPPLIES
when they want them, at right prices
MANUFACTURERS' SUPPLIES CO.
JOBBERS AND IMPORTERS
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The STAR Ball Retainer Company
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The MOTT WHEEL WORKS
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BICYCLE AND MOTORCYCLE
Rims and Mud Guards
R. B. ABBOTT SALES CO., Sales Agents
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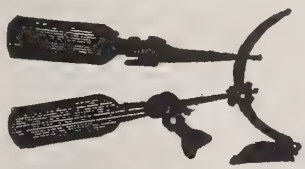
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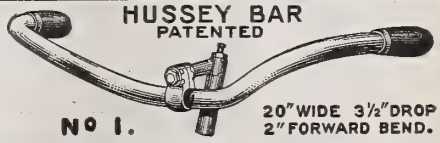
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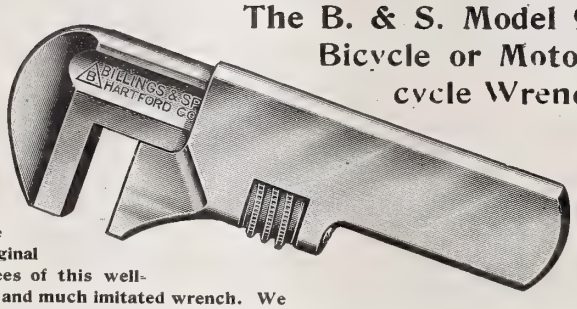
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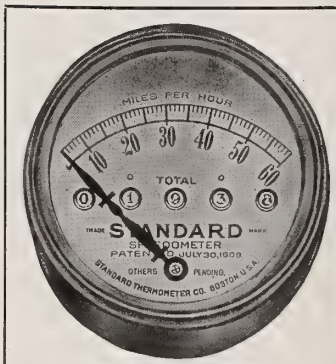
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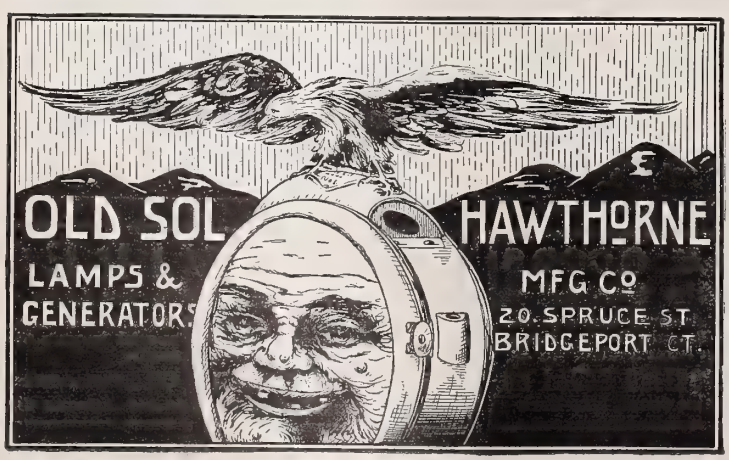
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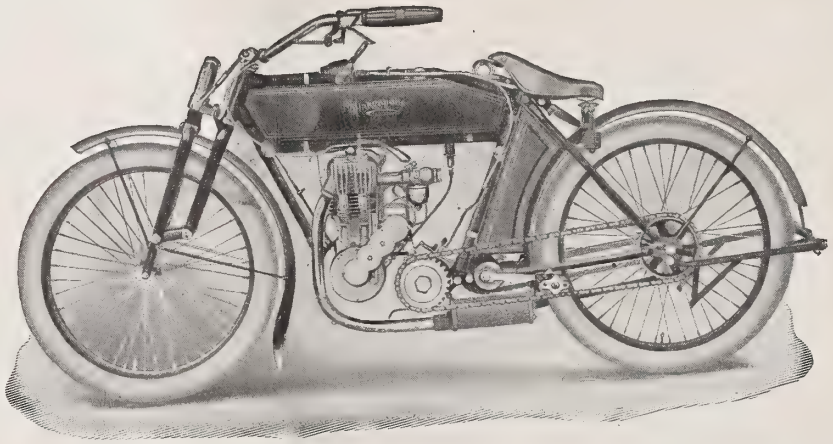
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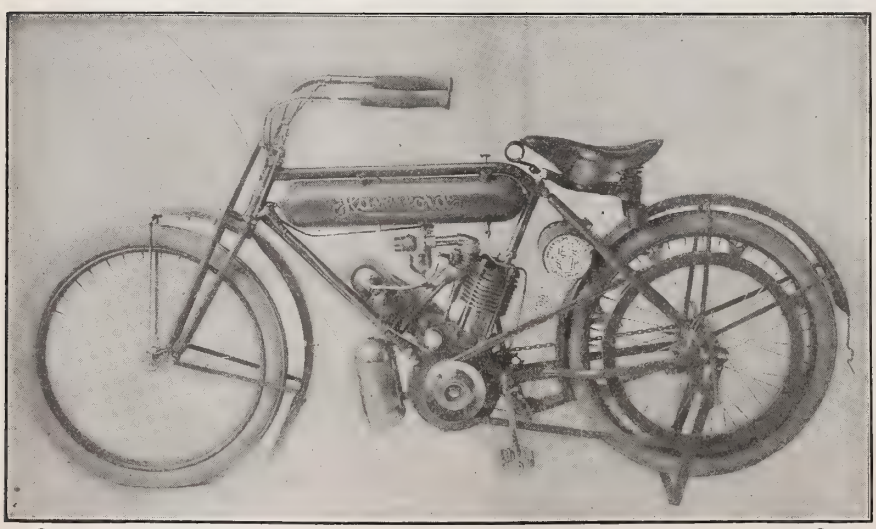


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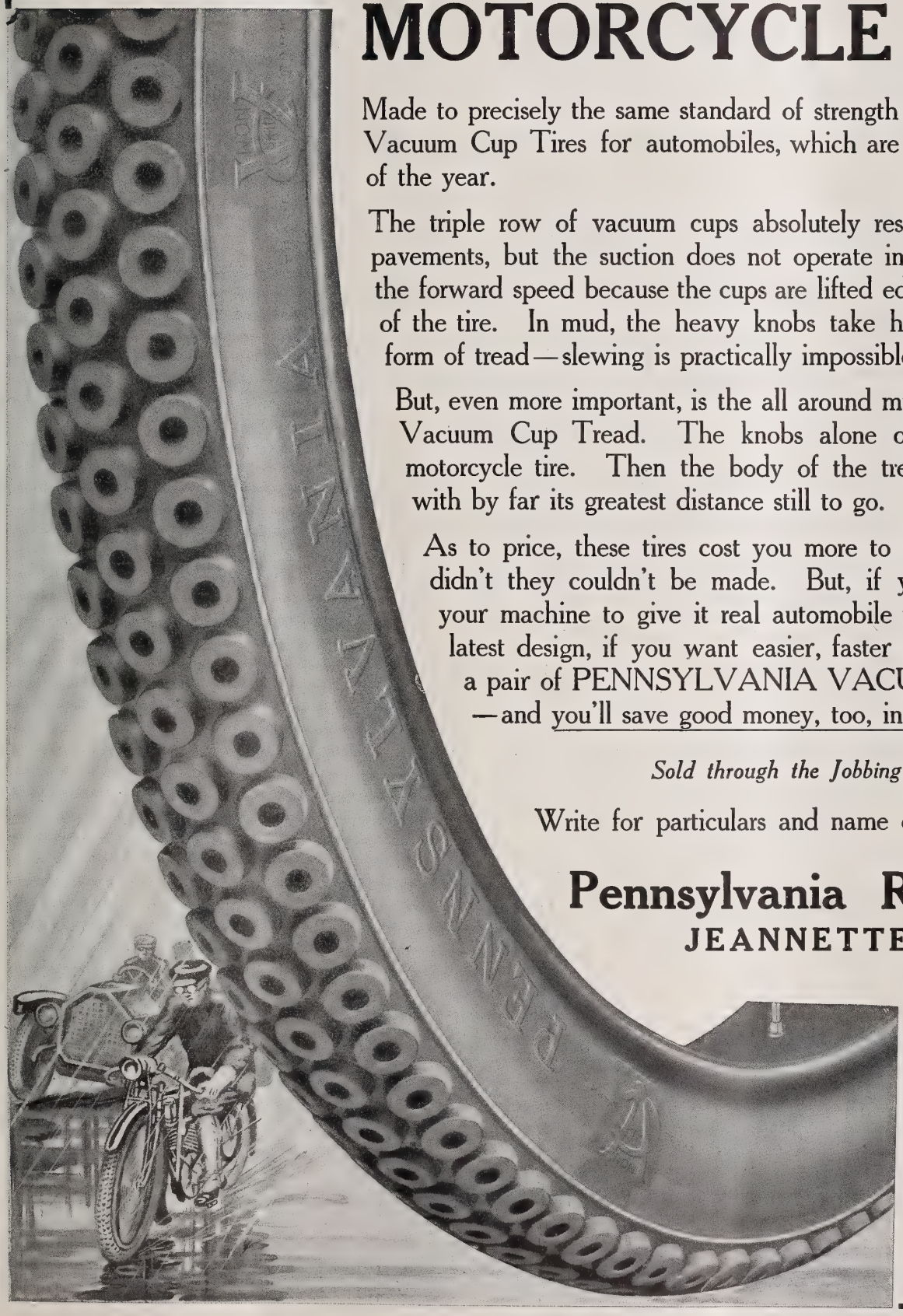
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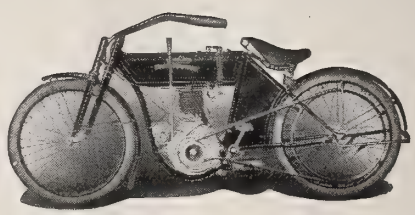
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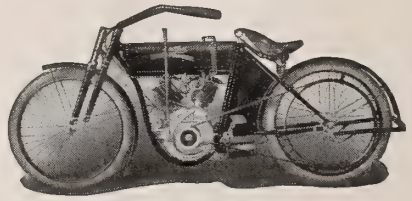


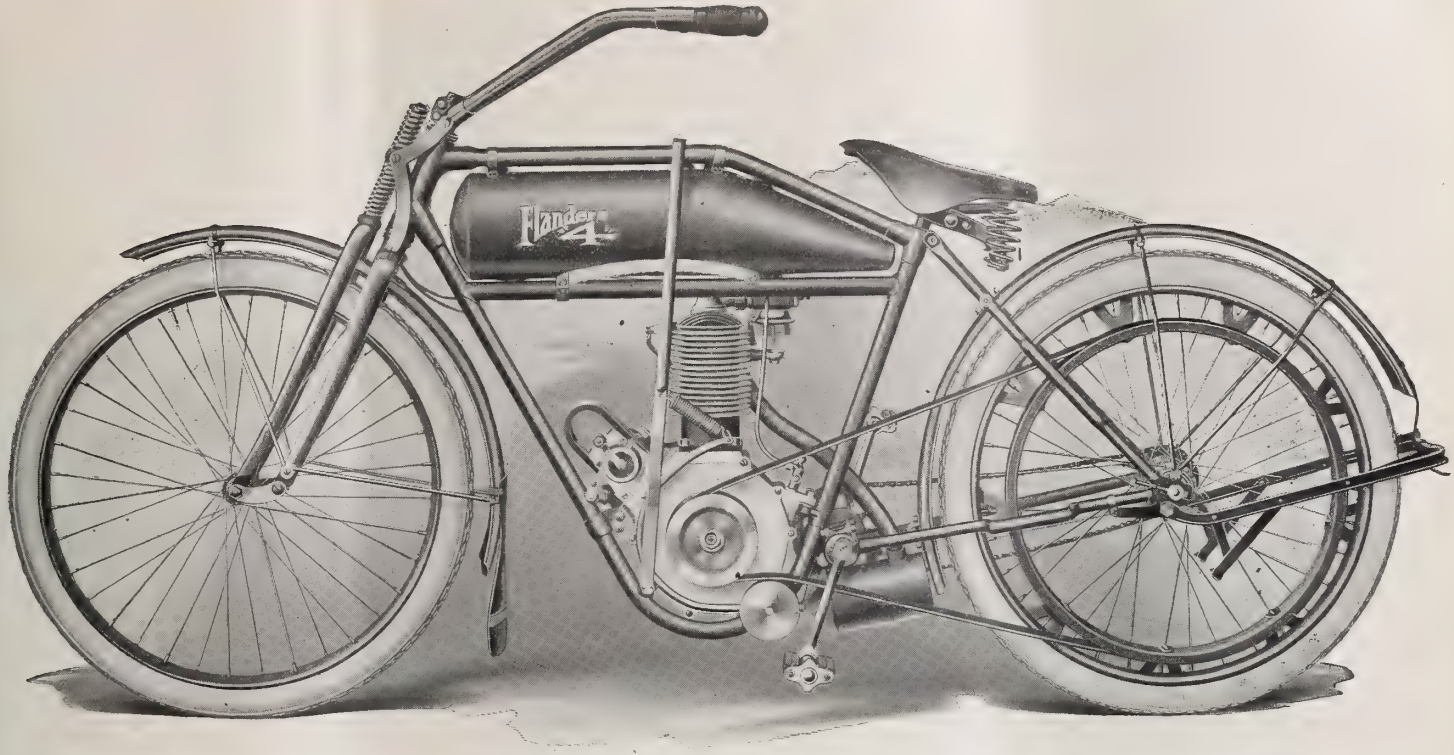
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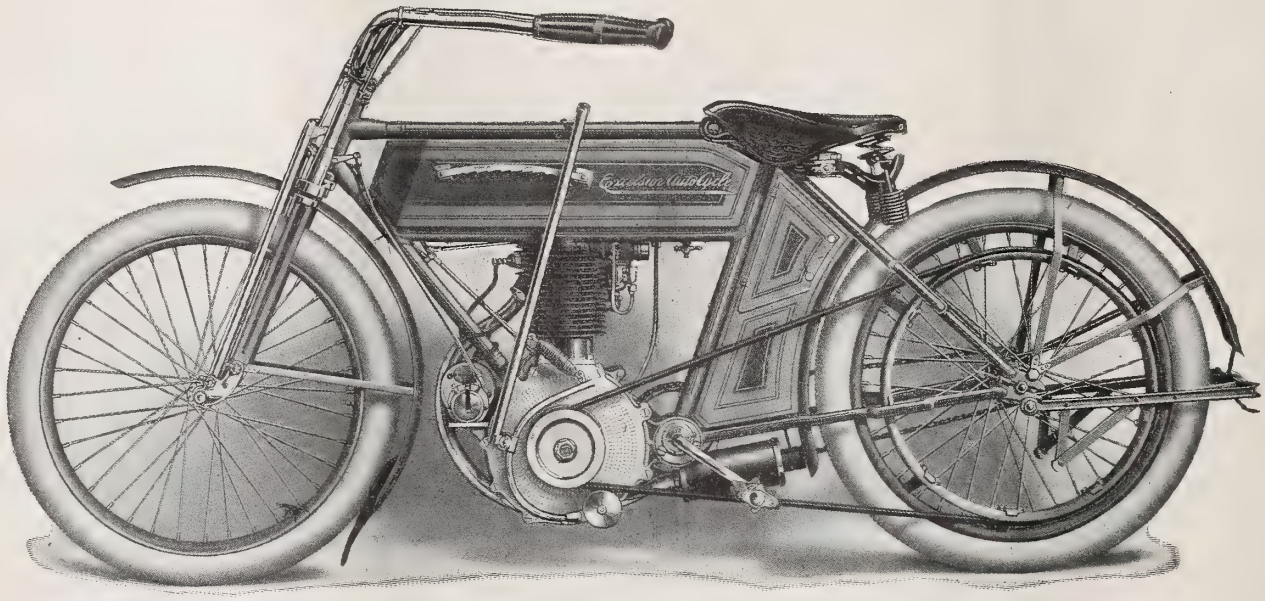
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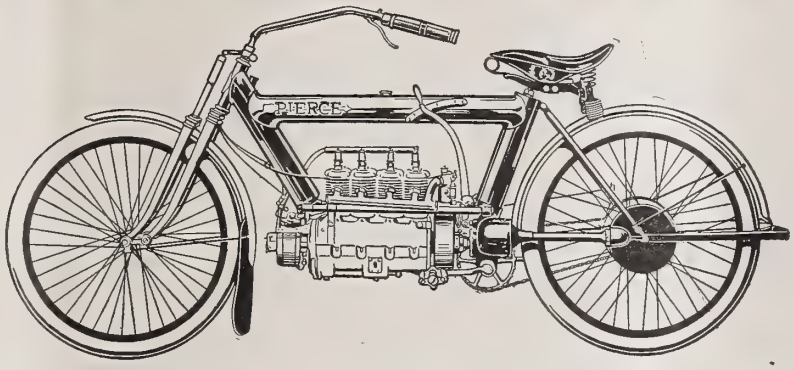
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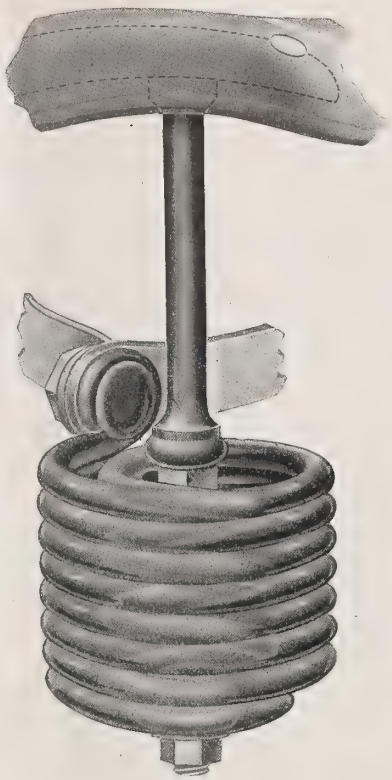
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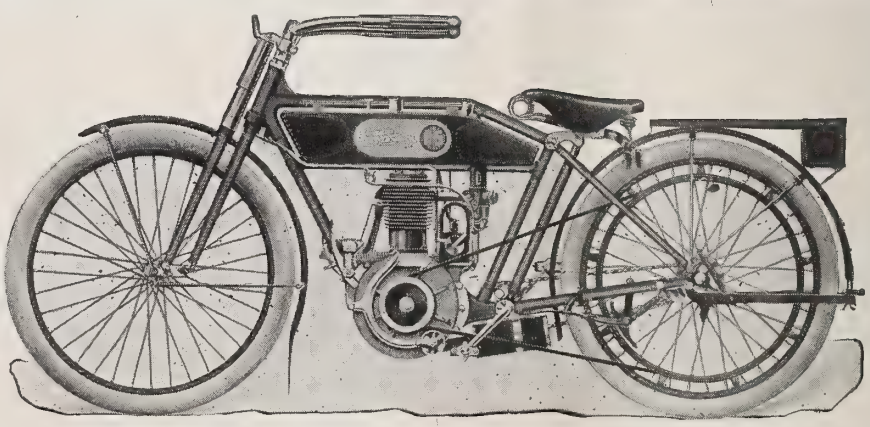
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Ten miles to professionals—61 inches or under. Gold coin, $50 to first, $30 to second and $20 to third.

Eight miles, open to trade riders—61 inches or under. Gold medals, value $30, to winner, $15 to second and $10 to third.

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Six miles, consolation, open to professionals who are non-prize winners in this meet—61 inches or under. Gold coin, $30 to winner, $20 to second and $10 to third.

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Same list of events and prizes as on first day—EXCEPTING the 15 miles professional race will be run on the second day for the same prize money with the ADDITIONAL award of the WORLD'S SPEED KING CROWN to the winner.

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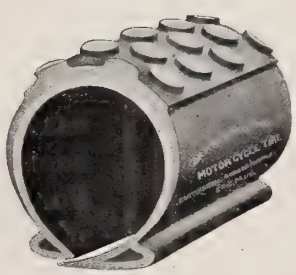
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Hartford, Conn.

The F. A. M. Tours to Buffalo

For the National Meet, July 9-15

afford every motorcyclist a splendid opportunity to participate in a pleasant outing.

Continental-Erie Motorcycle Tires



Anti-Slip Tread

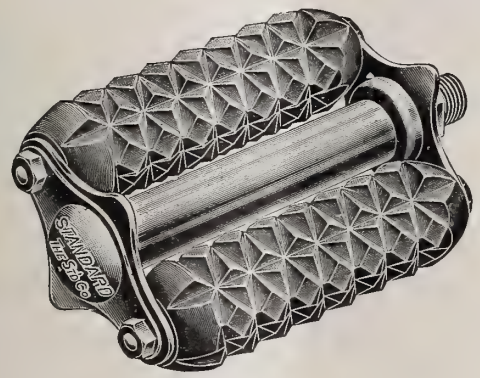
as equipment on your machine will satisfactorily solve the tire problem and relieve you of any unnecessary expense or worry.

Ask Your Jobber — He Knows

CONTINENTAL RUBBER WORKS, Erie, Pa.

New York Branch—43 Murray St.

From the feet up, there is resilient comfort in the



No. 3 Standard Motorcycle Pedal

Plenty of rubber, of the kind that lasts a long, long time without wearing out or getting hard. Deep corrugations so that the foot clings to the pedal. The No. 3 Standard Motorcycle Pedals sell for $3 per pair.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

Send for descriptive circulars

The Standard Co.
TORRINGTON, CONNECTICUT

FISK BICYCLE TIRES

A Puncture-Proof Tire at a Medium Price



FISK PREMIER TOUGH TREAD—a medium-priced road tire with three layers of close-woven fabric and a special tough tread to prevent punctures.

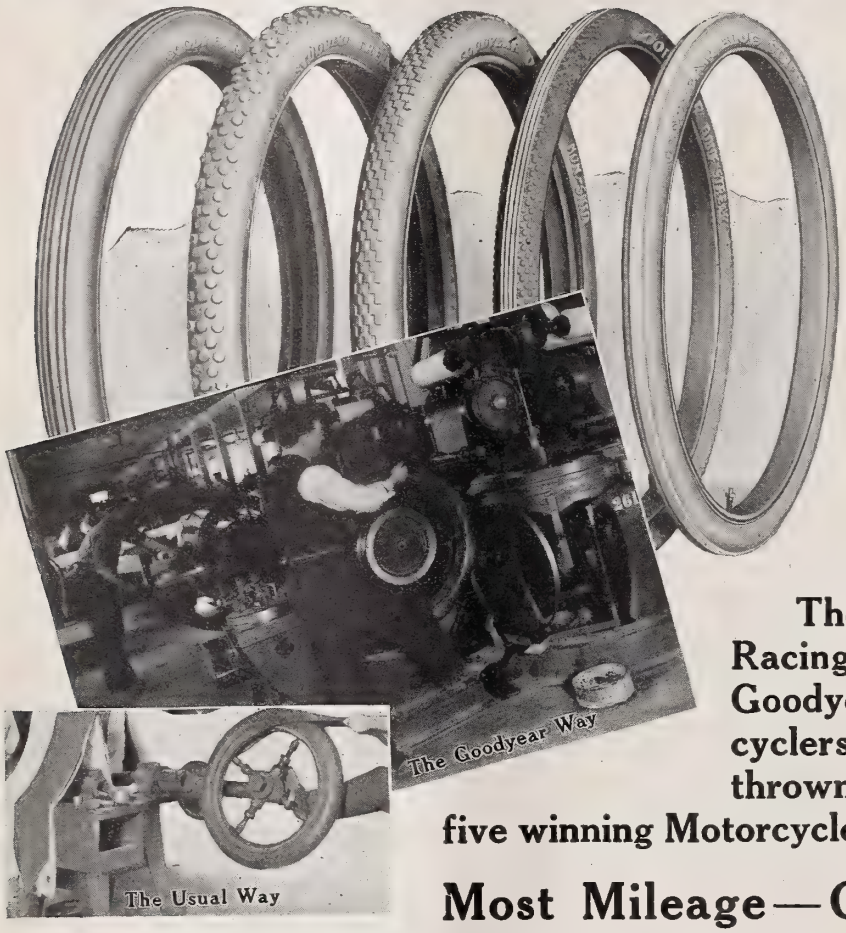
THIS tire is of a high standard in quality, and we know of no other similar tire that offers equal value for the money. Many of the leading bicycle manufacturers are using it as standard equipment.

IVER JOHNSON, Pierce, Snell, Yale, Pope and Emblem wheels are regularly equipped with Fisk Bicycle Tires—a fact which speaks louder than any praise we could bestow upon them.

WRITE for illustrated catalogue of the complete Fisk Line. It will aid you in selecting just the tire for your purpose.

DEALERS: When you carry the Fisk Line of Bicycle Tires you are sure of having the tires most often called for.

THE FISK RUBBER COMPANY
Department E **CHICOPEE FALLS, MASS.**
Direct Factory Branches in Thirty Cities



WHY Goodyear Motorcycle Tires Win

The astonishing landslide of Blue Streak Racing Tire Victories brings flocking to the Goodyear Standard a vast army of motorcyclers. Thousands of dollars formerly thrown away in repairs now saved by these five winning Motorcycle Tires—one for every road condition.

Most Mileage—Greatest Speed—Least Cost

These five tires are **winning** tires because each is as perfectly constructed for **its purpose** as the **Blue Streak** Racer. This tire holds every world's record.

Goodyear Motorcycle Tires are built on a foundation of over 12 years automobile tire making experience. Without a cent of extra cost, they offer you the strength, endurance and resiliency of best auto tires adapted to motorcycle needs by the world's greatest tire experts, the same experts who perfected the successful Goodyear No-Rim-Cut-Auto-Tire.

Thick Treads for Wearability

You get more WEAR out of a Goodyear Motorcycle Tire because the tread is **thicker** and tougher than found on any other tire. We test our tread and the tread of every other make on an **endurance machine.** If ours isn't toughest, doesn't outlast all others, it never reaches the market.

Besides this toughness of tread you also get greatest resiliency, first because of the finer grade of fabric and rubber used, and secondly because Goodyear Tires are larger than most other tires of same rated measurement. The cushioning effect increases with the size of the air chamber.

Why Strength is Uniform

To secure uniform strength, every ply of the fabric must be stretched on at uniform tension.

To insure this uniformity Goodyear Motorcycle Tires are built up on a machine by a process of our own, not by any uncertain hand-and-foot process. This machine stretches on the plies with mechanical exactness. This tension is unchangeable and an absolute uniformity of strength prevails throughout.

Thus, "blisters," air cavities between the plies and weak spots, with the blow-outs and ruin sure to follow, is forever done away with. And you can trace 90% of all tire trouble to such faults.

Goodyear Motorcycle Tires fit all standard rims. Molded in the semi-cured condition to exact duplicates of your own rim, the tire bead when tire is inflated binds the rim in a grip that can never **give** nor **let go.** For economy and comfort's sake

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Motorcycle Tires

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The most interesting booklet ever written about motorcycle tires. Grips interest to the end. Also safeguards you against tire loss. Write for it to-night.

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Branches and Agencies in 103 of the Principal Cities (369) *We Make All Sorts of Rubber Tires*

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, July 1, 1911. No. 15

SPECIFICATIONS OF FLANDERS

General Standard of Construction Followed Originality in Fork Design—Automatic Carbureter of Special Pattern.

Detailed specifications of the four horsepower Flanders motorcycle, which the Flanders Mfg. Co., Pontiac, Mich., is preparing to market, indicate that general standards of construction and equipment have been adhered to despite the exceptionally low price which has been placed on the machine. The motor has a bore of 3¼ inches and a stroke of 3.6 inches, giving a displacement of 29.86 cubic inches. The cylinder is a one-piece casting and the inlet valve is of the automatic type.

The frame is of loop construction with the top bar sloping downward at the rear to give a low saddle position. Originality is apparent in the fork design, the compound cushion spring suspension being used. The new Splitdorf magneto is standard equipment in ignition. Mixture is furnished by an automatic carbureter of Flanders pattern. Sight drip feed lubrication of the "more gas-more oil" system is used, the oil regulating needle being interconnected with the throttle.

Handlebars are of the raised V pattern with Flanders double grip control of the cable type. A unit tank with separate fuel compartments is used, the gasoline capacity being 1½ gallons, and the oil reservoir holding 1½ quarts. The transmission is through a 1½ inch flat leather belt, with tensioned hand idler, giving a free engine effect. Wheels are standard, 28 inches, and carry 2¼ inch tires. The wheel base is 53½ inches. By the use of heat treated forgings and stampings it is said to have been possible to bring the weight down to 140 pounds.

Option is offered of either Thor of Eclipse brakes. Standard equipment includes corrugated guards with front splasher, Standard motorcycle pedals, hinged rear stand, Troxel saddle, rubber hand grips and tool bag with tools. The standard finish is black with nickel trimmings.

Miami Renews Patent Litigation.

The Miami Cycle & Manufacturing Company, of Middletown, Ohio, has filed in the United States Circuit Court, District of Connecticut, a bill of complaint against the New Departure Mfg. Company of Bristol, Conn., alleging an infringement of letters-patent covering an improvement in braking and clutching mechanism. The claim is made that William Robinson was the first inventor of the improvement and that on February 16th, 1904, letters-patent were issued to him, which were assigned with all rights, on July 8th, 1908, to the complainant. The court is asked to grant an injunction and order an accounting from the New Departure company. This is literally a renewal of the various patent contests which have extended over a period of seven years, and causes some surprise, as it was supposed that with the formation of the Licensed Coaster Brake Manufacturers' Association all litigation along these lines was at an end. It is reported, however, that this action brought by the Miami company is simply a friendly suit to determine in the courts the validity of the Robinson patent, and in no way affects the coaster brake association.

San Francisco Agency for N. S. U.

H. B. Drallinger, president of the Los Angeles Motorcycle Co., has announced that he has secured the Los Angeles agency for the N. S. U. motorcycle.

MOTORCYCLE FACTORY FOR WINONA?

Pleasant Dream That May Not Materialize Minneapolis Company Has No Connection with New Concern.

While Winona, Minn., has visions of a big motorcycle factory with smoke pouring out of the stack in volumes and all other evidences of a bee-hive of industry, as a result of negotiations now pending with J. W. Michaelson, of Minneapolis, it is quite possible that the new plant which the Winonans are anxiously and impatiently looking forward to to become a reality, will not be as large as is expected. At any rate the report that Winona was going to lure away the Minneapolis Motorcycle Co., from Minneapolis, is quite unfounded, and Minneapolis motorcycles will continue to be made in the Flour City.

J. W. Michaelson, who is the leading spirit in the project which the Winonans are nibbling at, formerly was connected with the Minneapolis Motorcycle Co., in a minor capacity, and is a brother of President J. M. Michaelson of that company. Circumstances arose which resulted in the younger Michaelson severing his connection with the Minneapolis company, and then he embarked in the flotation of a corporation of his own to manufacture a motorcycle similar to the Minneapolis, but embodying improved features.

Under the name of the Michaelson Motors Co., J. W. Michaelson began business in Minneapolis, and located his "factory" in St. Paul. The motorcycle which was to be the product of the Michaelson Motors Co., was styled the Victor Auto-Cycle, and embodied a unit power plant and other features of the Minneapolis machine. Appar-

ently things did not go smoothly in Minneapolis, for Michaelson went up to Winona and opened negotiations in that town to locate his factory there. He painted rosy pictures of the big factory which would be erected and of the large number of machines which would be built, and as a result the Winonans are very keen to land the new industry which is knocking at their doors.

The outcome of the negotiations is as yet uncertain, but at any rate the Minneapolis Motorcycle Co. emphasize the fact that J. W. Michaelson has no connection with the company, and that it is in no way identified with his plans or projects. Pending the erection of the Winona factory, J. W. Michaelson is said to have arranged with concerns in that place to manufacture parts for the Victor Auto-Cycle. Michaelson's financial backing is alleged to be forthcoming from a party who sought to obtain control of the Minneapolis Motorcycle Co. by stock deals during the younger Michaelson's connection with the company and that this plan was aided by J. W. Michaelson.

Legacies in Pope Will Not Affected.

By the terms of a ruling handed down by the Supreme Court of Massachusetts, legacies in the will of the late Colonel Albert A. Pope, founder of the bicycle industry in America, were not invalidated by the dissolution of the Pope Mfg. Co., a New Jersey corporation, which was dissolved by receivership proceedings and subsequently reorganized under Connecticut laws, the reorganization involving an exchange of stock in the old company for that in the new. The legacies involved consisted of shares of stock in the Pope Mfg. Co., of New Jersey, and the beneficiaries are entitled to the amounts bequeathed them in the will of the deceased.

Manternach Now General Manager.

J. C. Manternach, who has filled the post of sales manager of the tube department of the Standard Welding Co., Cleveland, O., has been advanced to the office of general sales manager of the company. Manternach was a right hand man of the late W. S. Gorton, secretary and general manager, whose successor will be selected by the directors at their July meeting. W. H. Pirrong, a veteran of the sales department, and latterly in charge of rim sales, has resigned, but has not disclosed his future plans.

Central Indiana R.-S. Agency.

A business deal of much interest to motorcycle riders in Indianapolis and in Indiana was consummated on the 23d ult., whereby the Geo. Detch Wheel Company becomes the exclusive distributors for Reading Standard motorcycles in Indianapolis and Central Indiana, embracing one-half of the State. Detch is taking up the matter of local selling agents for cities and towns in the territory that he has taken over.

BOSCH MAY REMOVE FACTORY

Dissatisfied with Springfield Aroma Magneto Maker Seeks New Location—Many Promises but Little Action.

While the American factory of the Bosch Magneto Co., at Springfield, Mass., was completed and put in commission only a short time ago, it is not impossible that it may be vacated before long, and some other city will number the Bosch products among its manufactures. Although Springfield, which is located on the bank of the Connecticut river, is one of the prettiest cities in New England, a disagreeable situation has arisen which affects the Bosch plant to such an extent that the officials of the company are sincerely sorry that they ever chose the City of Homes as a home for their factory.

These expressions of regret and disgust not having been voiced in whispers, naturally it was not long before other cities with live chambers of commerce heard that the Bosch people did not like their new home, and promptly extended invitations to look over sites in their communities. Accompanying these invitations were, in many cases, very tempting inducements, and among the strongest bidders for the Bosch factory is Detroit, Mich., the center of the automobile industry.

No fault is found with the city of Springfield itself by the Bosch people, and they frankly admit its attractions and advantages, but a condition exists in the vicinity of the factory which is not at all to their liking. The chief trouble is that although the factory was especially designed with regard to purification of the air for the employes, it is impossible to obtain pure air in that vicinity, strange as this statement may appear. Not only have the Bosch people a poor opinion of the brand of ozone which is on tap near the factory, but they also think little of the business methods of some Springfieldians with whom they had dealings before the factory was erected.

"We asked for no concessions whatsoever," said President Heins in speaking of the matter. "All we desired was fresh air, and we have been unable to get even that."

It appears that when the Bosch people were seeking a site for their factory, personal and business friendships induced them to lend kindly eyes to Springfield. When this became known municipal authorities and commercial organizations in that city lost no time in making themselves agreeable. Their promises were many and fulsome; they assisted in obtaining an option on the property on which the Bosch factory ultimately was erected. The men who had most to do with the real estate matter, at all times had an eye to the main chance, and when at one period of the negotiations the Bosch company desired that the option be extended for several days one of those concerned readily assented. When President Heins sought to exercise the option, however, he discovered that one of the other parties to the transaction had not given his consent and, perforce, the price of the land was doubled. Heins protested, of course, but his protest availed nothing until some of the business men of Springfield again interested themselves in the matter and brought such pressure to bear on the real estate men that they reduced their figures, but to nothing like the amount originally named.

The site is located on the outskirts of Springfield, near to the line of the town of Chicopee and near to which line are two fat rendering establishments. The odor which they give forth is in no way suggestive of attar of roses. In fact it is so lacking in sweetness that before Mr. Heins signed the contract for the factory he visited the Chicopee Board of Health and explained that if the air was to be impregnated with the aroma of fried fat he would not think of erecting a plant in the vicinity. The Board of Health simply palpitated with sympathy and promises. It agreed that the nuisance would be abated long before the Bosch factory had been completed. It was explained that the method of abatement was simple indeed—the licenses of the fat rendering establishments would not be renewed. Believing that these words meant what they said, Mr. Heins purchased the land and began the erection of the factory.

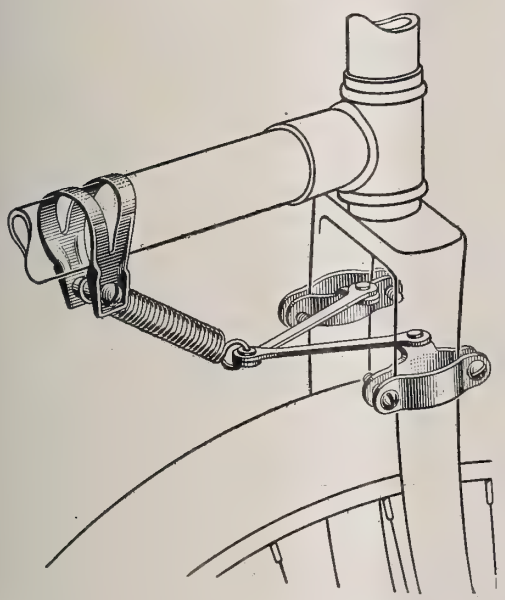
It is a substantial structure and incorporates all modern conveniences, one of them being an air purifying system which was brought from Germany. It is a rather remarkable invention, which, winter and summer, keeps the air inside the factory sweeter and more wholesome, if anything, than the outside atmosphere, and which, it has been found, actually promotes better workmanship. When the factory had been completed and was about ready to begin operations, Mr. Heins, holding his nose, again sought out the Chicopee Board of Health. The fat frying establishments still were sending forth their peculiarly pungent odors, and when Mr. Heins reminded the officials of their promise to abate the nuisance, he received a shock, for not only had no step been taken to abate it, but the licenses of the offensive plants had been renewed.

Filled with disgust, and as there was nothing else to do, Mr. Heins left the health officials and in due course the manufacture of Bosch magnetos was commenced, but instead of the workmen breathing air purified by the wonderful German system the factory is filled with odors that incline the men periodically to cease work long enough to hold their nostrils. Hence the Bosch disgust and its disposition to pull up stakes and quit Springfield at the first opportunity.

DEVICE THAT ASSISTS STEERING

New Jersey Inventors Develop an "Equalizer" to Serve that Purpose—How it is Applied and Operates.

Steering a ship without a rudder is not a task to be entrusted to a novice, as most sea dogs will agree. Without stretching the proprieties, handlebars well might be termed the rudder of a bicycle, and the accomplishment of riding "hands off" and steering the machine by the motion of the body seems a feat of magic to many riders who find difficulty enough in steering with



their hands on the bars. Designed as an aid to steering a bicycle either with or without the hands on the bars and particularly for the "hands off" riders, the H. & H. Specialty Co., 111 Academy street, Newark, N. J., have brought out what is termed an equalizer which is claimed to keep the front wheel pointed straight ahead under normal conditions. As the accompanying illustration shows, the device is composed of a pair of links with a scissors action and a spring equalizer. The links are clamped to the fork sides, and the spring is attached to a clamp on the top frame tube. Turning the wheel either way from a straight ahead position exerts a pull on the spring through the links and tends to return the wheel to its fore and aft track. Other advantages claimed for the equalizer are that it permits a bicycle to be rested against a wall without falling down, that a bicycle so equipped can be handled more easily in baggage cars or express wagons, and also can be carried up and down stairs more conveniently.

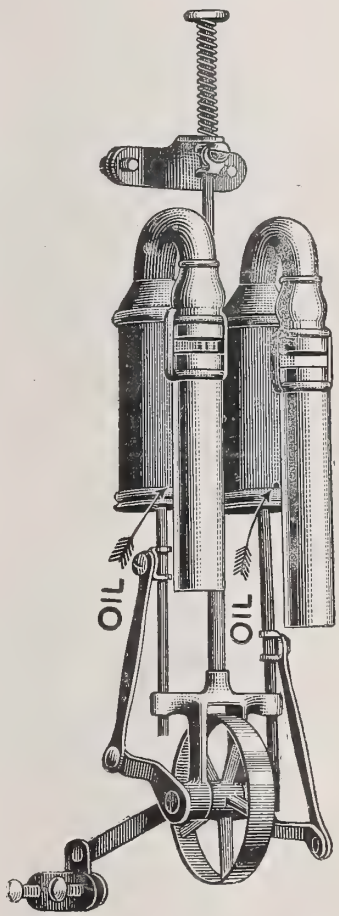
Saddle Maker Takes Up Spark Plugs.

Having attained an enviable degree of perfection in the manufacture of motorcycle and bicycle saddles, J. B. Brooks & Co., Ltd., Birmingham, Eng., have undertaken the production of a three-point spark plug. Like the other products of this well known firm, the plug is a quality article, and although of standard design the material and workmanship are above the ordinary. High heat resistance has been achieved by the use of glazed Steatite as an insulator, which is claimed to be absolutely heat proof. The electrodes and sparking points are of pure nickel, a material which is said to resist the erosion set up in ordinary plug points by the hot sparks used in modern ignition systems. No packing is used in the plug, and it is claimed to be absolutely gas tight. The shell is of steel and is rust proof.

WILL MAKE THE BICYCLE WHISTLE

Ingenious Alarm to be Marketed by Harris Company—Operated by Friction on the Front Tire.

Claiming for it greater carrying power, easier operation, and neater appearance than other signaling devices, the D. P. Harris Hardware Co., 48 Warren street, New York City, are offering the Hall automatic whistle for bicycles. The whistle is made in two styles, with single and double tubes, the double tube model being shown in the accompanying illustration. The dou-



ble tube whistle is set to chimes. Both models are substantially the same in general construction, differing only in number of cylinders. The whistle operates from the front tire through a friction wheel which actuates pistons in the air cylinders, the wheel being brought into contact with the tire through a spring push rod, which releases automatically. It is claimed that the whistle can be heard for half a mile, and has a pleasing tone that does not startle. Brass and steel are used in its construction and it is finished in polished nickel. Attachment of the whistle to a bicycle is made by means of two clamps. One clamp fastens to a fork side and the other encircles the handle bar stem. Rod adjustment is provided to take care of different lengths of steering heads.

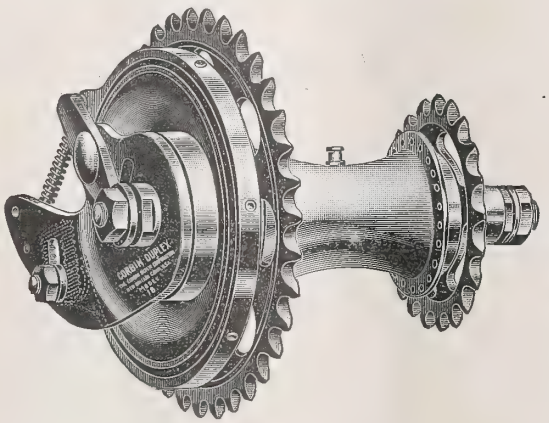
FISK BRINGS OUT A CLINCHER TIRE FOR BICYCLES.



Single tube tires for bicycles still have competition from the clincher type, as is made evident by the bringing out of another new clincher tire, by the Fisk Rubber Co., of Chicopee Falls, Mass. Although the new clincher has been in process of development for some time the company is only now in a position to market it. It is offered as a thoroughly high-grade product and as having an unusually effective tread. It is furnished with a pure gum tube. Several of the bicycle manufacturers have already announced their intention of using the new tire, the construction of which is shown in the accompanying illustration. The Fisk company indicates that it has every reason to anticipate a very ready market for it.

CORBIN

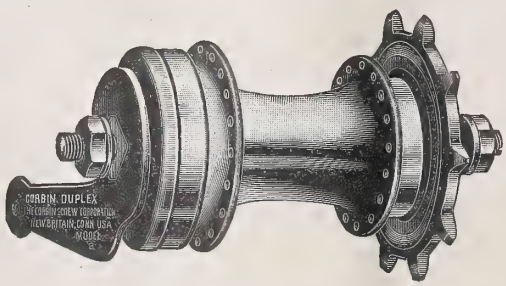
THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.



Corbin V-Band Motorcycle Brake

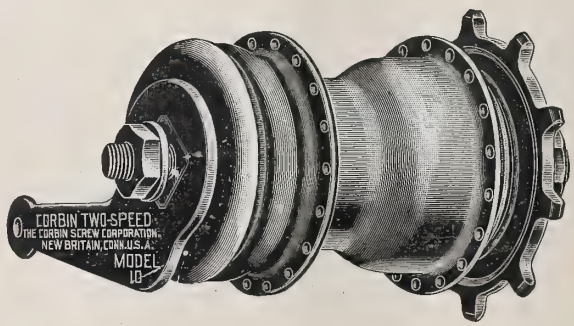
Built on a scale commensurate with the duties of a high speed motorcycle brake.

By the use of a V-shaped drum and a triangular friction band, 50 per cent. more braking surface than on previous models, is obtained, and the flat band is superseded. The releasing mechanism is entirely outside, acting directly on the end of the brake band, making its action easy and reliable. There is no interference with chains. Altogether it is the most effective motorcycle brake on the market.



Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two-Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.

Corbin Screw Corporation

New Britain, Connecticut

Licensed Coaster Brake Manufacturers

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Founded 1877

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NEW YORK, JULY 1, 1911.

Jokers in Entry Blanks.

Several instances of carelessness in the making up of entry blanks for motorcycle race meets which have come to notice of late, suggest that the chairman of the competition committee should scrutinize such documents very closely for possible "jokers" before putting his official approval upon them. While the errors in question are by no means glaring or vital, they nevertheless are defects.

A few illustrations of errors which are common to entry blanks for race meets will serve to show the need for accuracy in every word, for in these days of "tooth and nail" competition there are not a few sharp individuals always poking around for technicalities to take advantage of. In the wording of the usual protection clause which every promoter incorporates in an entry blank, making an entry conditional upon relieving him of all liability for injury, a promoting club recently issued a blank stating that each entrant agreed to hold blameless for injury "the F. A. M. Meet Club, etc."

This error made it obvious that that particular paragraph had been "lifted" from some entry blank once used by a club which was connected with a former F. A. M. meet. Inasmuch as the printed statement relieved from liability an unknown organization, it is open to question whether the promoting club would not still be liable for damages for injury caused by a contestant. It is very clear what it was intended to say, but what was intended and what was printed were as black is to white.

In another case the size of engines permitted in a free-for-all event were not stated, although in all other events on that program the 30½ inch limit was specified. While the half-mile track limit of 30½ and 50 inches apparently would apply in this case should a controversy have arisen, there was an opportunity for quibbling if any one were disposed to take advantage of it.

Omission of the word "reject" from the clause reserving the right to reject any entry, from an entry blank, would seem to have invalidated that privilege and bound the promoters to accept any entry offered. This was noticed on a recent entry blank.

While there is no official style which must be adhered to in designating on an entry blank an event for machines up to 30½ cubic inches displacement, it seems that there should be one way of expressing this figure, and that way should be used universally. Some entry blanks contain events for machines up to 30½ cubic inches, others give it as 30.50 cubic inches, and recently a case was noticed where the figures were stated as 30-50 cubic inches. In the latter case the 30½ inch limit undoubtedly was meant, but a rider with a machine of 49 cubic inches reasonably might argue that he was eligible. It would seem that the safest and clearest way to express the half of sixty-one class is to use the fraction instead of the decimal or colon.

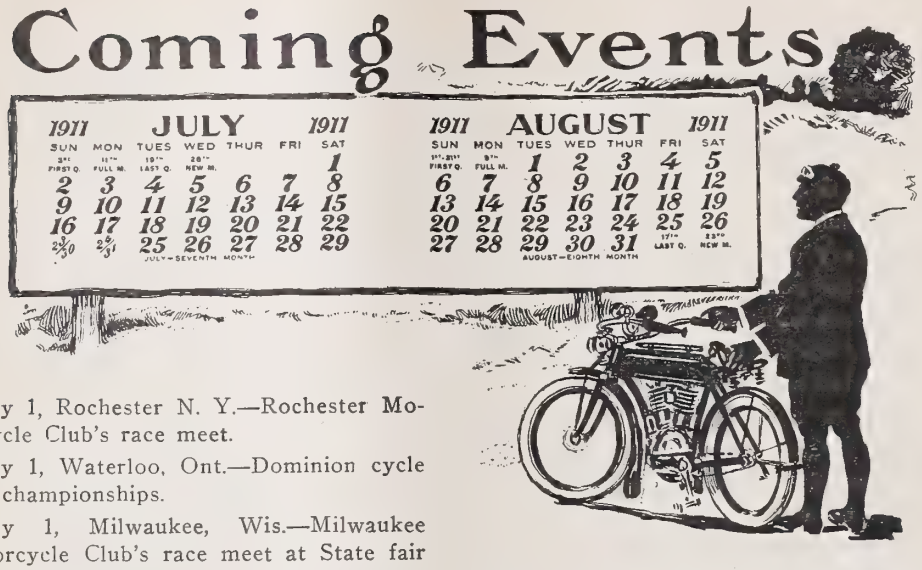
While these specific illustrations of errors in entry blanks may seem unduly magnified as to their importance, it stands to reason if small and unimportant errors can slip by unnoticed, that sometime a "joker" will be slipped past or a serious blunder overlooked, and then when the event is run off the bomb will be exploded with a loud noise, much to the embarrassment of the person who O. K.'d the defective entry blank. While it is pretty well understood that the chairman of the competition committee has plenty to do these days, if the work is more than he can swing he should be given assistance in order to attend to all matters as they should be attended to, for every branch of the competition department requires unceasing vigilance if wrangling before, during and after contests is to be eliminated.

During the coming F. A. M. tours and the meet at Buffalo, motorcyclists will be more in the public eye than ever before, and it rests with them whether the impression they make will be favorable or otherwise. One of the chief criticisms which have been showered on motorcycling has been the dirty attire affected by a large number of riders. In the early days of the sport the riders gave little or no thought to their appearance, but happily a change has and is taking place, and particularly among the new crop of riders there is a most pleasing disposition to wear a neat and clean motoring garb.

All riders who intend taking part in the tours or attending the meet should take pains and pride in looking as clean and neat while riding, as they would at all times, as the circumstances will permit. It now is possible to obtain dressy riding suits at a reasonable cost, and there is no excuse for any rider wearing a dirty and greasy khaki or other uniform. By their appearance on the tours and at the meet motorcyclists can do much either to dissipate or confirm the general notion that an oil bath is part of a motorcycle ride. The motto given to the riders in the F. A. M. endurance run of 1905, "If you can't look pretty, look as pretty as you can," was a most appropriate one, and is as fresh and applicable now as it was six years ago.

Omission of motorcycle records from a majority of the sporting handbooks would appear to indicate that the compilers of such works do not know of the existence of motorcycle records. It might be worth while for the F. A. M. publicity bureau and the chairman of the competition committee to get together and send out to the newspaper sporting editors and compilers of sport statistics, copies of the latest motorcycle record table. Such a distribution of motorcycle records would give additional publicity to the sport, testify to the systematization of the racing department of the F. A. M. and call attention to the wonderful speed and endurance performances which have been accomplished on motorcycles and of which the general public is qpite in ignorance.

Coming Events



July 1, Rochester N. Y.—Rochester Motorcycle Club's race meet.

July 1, Waterloo, Ont.—Dominion cycle race championships.

July 1, Milwaukee, Wis.—Milwaukee Motorcycle Club's race meet at State fair grounds; open.

July 1, Milwaukee, Wis.—Milwaukee Motorcycle Club's race meet at fair grounds track.

July 2, Toledo, O.—Toledo Motorcycle Club's second annual race meet at Fair Grounds.

July 2, Boston, Mass.—Boston Motorcycle Club's reliability run to Keene, N. H., and return; 170 miles.

July 2, Chicago, Ill.—Motorcycle races at Hawthorne track, under auspices of the National Association of Letter Carriers.

July 3, Lexington, Ky.—Motorcycle races; open.

July 3, Rockford, Ill.—Start of six days run of Illinois-Iowa Motorcycle Association.

July 3-4, Muskogee, Okla.—Motorcycle races on half-mile track.

July 3-4, Indianapolis, Ind.—Indiana Motorcycle Club's race meet.

July 3, Douglas, Isle of Man, Great Britain—Fifth senior international Tourist Trophy race; 187½ miles.

July 4, Great Neck, L. I.—Motorcycle races; open.

July 4, Elizabeth City, N. C.—Motorcycle races; open.

July 4, Baltimore, Md.—Bicycle races at Druid Hill Park; open.

July 4, Springfield, Ill.—Springfield Motorcycle Club's race meet.

July 4, Bridgeton, N. J.—Atlantic City Motorcycle Club's race meet.

July 4, Kansas City, Mo.—Motorcycle races at Elm Ridge track.

July 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

July 4, Richmond, Ind.—Motorcycle races by Richmond Motorcycle Club at the driving park.

July 4, Terre Haute, Ind.—Terre Haute Motorcycle Club's race meet.

July 4, Bridgeport, Conn.—Bridgeport Motorcycle Club's race meet.

July 4, Baltimore, Md.—Motorcycle and bicycle races at Prospect Park; open.

July 4, Baltimore, Md.—Maryland Motorcycle Club's racemeet at Electric Park.

July 4, Birmingham, Ala.—Motorcycle races under auspices of Fourth of July Celebration Association.

July 4, Jacksonville, Fla.—Jacksonville Motorcycle Club's race meet.

July 4, La Salle, Ill.—Third annual open motorcycle race meet of the Illinois Valley Motorcycle Club.

July 4, Worcester, Mass.—Worcester Motorcycle Club's race meet at Greendale track.

July 4, Savannah, Ga.—Savannah Motorcycle Club's race meet.

July 4, Asbury Park, N. J.— Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 4, Rahway, N. J.—Pierce Cycle clubs of Rahway and Perth Amboy bicycle handicap 25 mile race to Elizabeth, N. J.

July 6-9, Elgin, Ill.—Illinois-Iowa Motorcycle Association race meet.

July 7, Clinton, Ia.—Motorcycle races.

July 8, Asbury Park, N. J.—Motorcycle races at Asbury Park Athletic Park track.

July 8, New York City—Meeting of entrants in New York division of Eastern District tour to Buffalo at 2142 Broadway, near 75th street; 8 p. m.

July 8-9, San Diego, Cal.—Motorcycle races at Lakeside track.

July 8-9, Chicago, Ill.—Inaugural meet on Riverview Stadium-Motordrome.

July 9, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

July 9, New York City—Start of New York Division, Eastern District, F. A. M. tour to Buffalo, from Columbus Circle at 7 a. m.

July 9-12, Chicago, Ill.—Start of F. A. M. Western District tour to Buffalo.

July 9-12, Providence, R. I.—Start of F. A. M. Eastern District tour to Buffalo.

July 9-20, Providence, R. I.—Providence Motorcycle Club's tour to Niagara Falls, N. Y., and return; open.

July 10-15, Buffalo, N. Y.—Annual national convention and national championship race meet of the Federation of American Motorcyclists.

July 14-15, Fort Erie, Ont.—Buffalo Motorcycle Club's national championship race meet at Fort Erie track.

July 15, Rochester, N. Y.—Rochester Motorcycle Club's race meet at Crittenden Park.

July 18-21, Alliance, Ohio—Motorcycle races at Rockhill track.

July 23, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 1-2-3-4—Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories' Association, the National Association of Cycle Jobbers and the Motorcycle Manufacturers' Association.

August 3, Fort Erie, Ont.—Bicycle races at Fort Erie track.

August 6, Detroit, Mich.—Detroit Motorcycle Club's race meet.

August 6, Floral Park, L. I.—New England Wheelmen's first annual Marathon bicycle handicap road race; open.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 4, Canton, O.—Canton Motorcycle Club's race meet.

September 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

September 4, Springfield, Mass.—Springfield Motorcycle Club's race meet at Stadium.

September 4, Springfield, O.—Springfield Motorcycle Club's race meet at Fair Grounds track.

September 4, Newark, N. J.—New Jersey Motorcycle Club's 12 hour endurance run to Atlantic City and return.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

SEMI-ANNUAL MEETING OF EASTERN DISTRICT F. A. M.

Hamilton Nominated to Succeed Vice-president Wilbur — Estabrook Endorsed for Presidency — Secretary Morse Reports Large Increase in Membership — Syracuse Club Desires State Registration for Clubs.

G. H. Hamilton, of New York City, chairman of the F. A. M. Legal Action Committee, was nominated for vice president of the F. A. M. Eastern District for the coming term at the summer business meeting of the district held in Boston, Mass., Saturday evening, 24th ult. E. M. Estabrook, of Bangor, Me., chairman of the F. A. M. Membership Committee, was endorsed as the district's choice for the presidency of the F. A. M., to succeed President F. I. Willis, of Indianapolis, Ind., who has declined a third term. W. F. Mann, of Boston, was renominated for vice chairman of the Eastern District. All nominations were unanimous, and the candidates will be voted on at the national business meeting of the F. A. M. to be held in Buffalo, N. Y., on July 13.

In the absence of Eastern Vice President C. C. Wilbur, of Keene, N. H., who is retiring from office owing to ill health, Vice Chairman W. F. Mann, of Boston, called the meeting to order at the rooms of the Boston Motorcycle Club, 206 Massachusetts avenue, at 8:45 p. m. Twenty-three members were present. District Secretary F. S. Morse, of Keene, N. H., read the minutes of the fall meeting held at Providence, R. I., in October, which were approved as read. District Treasurer C. H. Westcott, of Providence, reported a balance of $395.80 on hand. National Treasurer G. B. Gibson, of Westboro, Mass., explained that the reason for the large shrinkage in the treasury since the fall meeting was due to the expense incurred by the Legal Action Committee in defeating threatened adverse legislation in New York State. This expense amounted to nearly $200 and was drawn from the Eastern District treasury because the freedom which motorcyclists enjoy in New York State was of benefit to all riders in the district.

B. A. Swenson, of Providence, State Commissioner for Rhode Island, made a verbal report of conditions in his territory. Owing to his long absence in Europe during the winter affairs in his territory had been neglected somewhat, and as he now is swamped with the details of the Eastern tour to Buffalo he will be unable to give any time to district matters until after the national meet, when he plans to smooth out a few kinks in the routine work of his office. He reported that the increase in membership in his State since the last meeting was very large, new members joining daily.

State Commissioner Mann, of Boston, also rendered a verbal report. He stated that owing to the almost complete usurpation of his time by his business conditions in his State were not to his satisfaction. Several local commissioners have been appointed and a large number of new members have been secured. Owing to the enormous amount of work now requiring the attention of the national secretary, Mann thought that State and local commissioners ought to devote themselves more to rounding up delinquent members and securing membership renewals. It was his opinion, and that of several others, too, that a personal appeal to a member for a renewal brought much better results than printed notices.

The present membership of the district is 2,377. New York, of course, leads with 936 members. Secretary Morse said that while he did not have a complete list of district members, that he had sent out 3,000 notices of the meeting, which was 50 per cent. more than were sent out for the fall meeting, giving an indication of the increase in membership.

National Secretary Gibson also gave a few facts and figures of interest. Last September when he assumed the secretaryship the total membership of the F. A. M. was 4,600, and now it is over 9,400, showing a gain of more than 100 per cent. One reason for the great number of delinquents in the Eastern district, and in all districts for that matter, was because of the great confusion and disorganization of the secretary's office when he took hold. He still has a large quantity of mail returned because the party cannot be found at the address given.

In the opinion of Gibson, the F. A. M. is destined to become in a short time, as influential in current affairs of the nation as was the League of American Wheelmen in the days of its prime. Speaking of the advantages of membership, the secretary said that he thought the reward offer for stolen machines alone was well worth the cost of membership. During the past year he had paid two rewards for the recovery of stolen machines. The pin and helping handbook also were of value, he said, the former as a badge entitling the wearer to courtesies and assistance wherever motorcyclists congregate, and the latter as an aid in case of mechanical trouble.

All present who could do so were urged to attend the Buffalo meet, which the secretary predicted would be the greatest in the history of the organization. He said that the club spirit largely was responsible for the tremendous growth of the organization during the past year and that the number of affiliated clubs had increased from 43 to 173 since the last annual meeting. He heartily was in favor of the local commissioners devoting themselves to securing membership renewals, as being far superior to the present system of printed notices. He also expressed the opinion that in a short time the F. A. M. would have its own official organ.

Vice Chairman Mann paid a tribute to Gibson, declaring that the large growth of the F. A. M. during the past year largely was due to his efficient work, which has re-established the confidence of motorcyclists at large in the organization, a confidence that sadly had been destroyed by the maladministration of the secretaryship by Gibson's immediate predecessors.

W. L. Hillman, of Providence, expressed the opinion that local club secretaries should receive lists of club members belonging to the F. A. M., together with dates of expiration, so that they could devote themselves to securing the renewals of these members. He thought that this plan would keep a lot of members in the organization who otherwise would allow their membership to lapse. W. F. Mann said that difficulty was experienced in securing local commissioners who had the time to follow up members for renewals. Gibson again took the floor at this point and said that several clubs now include the F. A. M. dues with their own, insuring the prompt liquidation of both accounts. In future it is his intention to supply club secretaries with lists of F. A. M. members in their respective clubs.

F. M. Wyman, secretary of the Boston Motorcycle Club, outlined the card index system by which he keeps track of F. A. M. expirations among club members. Notices of F. A. M. membership expiration are sent out slightly in advance of the time due, in conjunction with notices of club meetings, and the plan has proved highly successful.

Vice Chairman Mann then called for nominations for vice president of the Eastern district. Secretary Morse reported for Vice President Wilber, that while his health was somewhat improved, that he positively could not consider the acceptance of any office at present, and would spend the summer in recreation and free from all business cares. Vice Chairman Mann paid a high tribute to the work of Wilber, whose executive ability had been demonstrated by his organization and systematization of the work of the Eastern District, which now served as a model for the other districts to follow, and regretted that the district was about to lose his ser-

vices. The meeting in behalf of the district extended to Wilbur a unanimous vote of thanks for his services, expressed regret at his illness and hoped that he soon would be restored to his former good health.

R. K. Merrill, of Pittsburg, Pa., then nominated G. H. Hamilton. The nomination was seconded by B. A. Swenson and W. F. Mann also spoke in favor of Hamilton. No other names being presented, the nominations were declared closed and Hamilton's nomination was made unanimous.

C. A. French, of Pawtucket, R. I., nominated E. M. Estabrook as the district's candidate for president of the F. A. M., to be presented at Buffalo. This nomination also was seconded, and as no other name was presented the nomination was made unanimous.

When nominations for vice chairman were called for J. J. Fecitt, of Boston, nominated W. F. Mann, the present incumbent. The nomination was seconded by B. A. Swenson, and was made unanimous, there being no other nominations.

Swenson gave a short talk on the Eastern District tour, outlining the route and daily stops. The entry fee of $1 includes handlebar pennants and arm bands. The pennants will be of blue felt, with the F. A. M. emblem, and the word "Providence" in white letters. At Syracuse a large sign will greet the tourists on the outskirts of the city, warning them to slow down to the local limit of eight miles an hour. Tourists who disregard the warnings concerning the local speed ordinance must take the consequences in case of arrest. The problem of lodging the tourists at Rochester, the third night stop, has been solved by the members of the Rochester Motorcycle Club, who have agreed to take the tourists to their homes if the hotels are filled. It develops that the Shriners will be in Rochester during the week the tourists pass through, and have engaged practically all the hotel rooms to be had.

Applications from all sections for entry blanks for the tour are coming in daily and a large number of new F. A. M. members will be recruited from those who take in the tour. In reply to the numerous inquiries as to where to ship suit cases in Buffalo, Swenson said that it is advisable to ship them to the Iroquois Hotel, which will be the "official hotel." Secretary Gibson, who will be at the hotel all week, suggested that luggage might be shipped there in his care, and upon arriving in Buffalo riders could call for their grips. This in no way obligates anyone to stop at the official hotel, as all riders are free to choose their own hotels. Swenson also said that he received many inquiries as to the cost of the tour, and that any rider should be able to make the trip on less than $30, without scraping, and still have a good time. This limit, of course, applies only where a rider abstains from "sporting life."

Discussion of legal matters then was precipitated by the reading by the vice chairman of a letter from the Syracuse (N. Y.) Motorcycle Club to Vice President Wilber, calling attention to the local speed ordinances in force in that and other cities which are being applied to motorcycles, and putting itself on record as in favor of State registration and regulation of motorcycles next year in order to escape being subject to innumerable local ordinances. The letter in part follows:

"When the recent amendments to the Callan automobile law came up in this State, providing for a motorcycle license, it was killed in the Senate Committee on Internal Affairs. It provided for a $5 license fee, which, of course, was excessive. I have three letters from Senator Walters, in which he expressed confidence that the fee could have been reduced to $2, as charged in other States. This amendment was opposed by the F. A. M. Eastern district, in letters sent to all subscribers of the motorcycle trade papers, the letters being signed, I believe, by Mr. Estabrook, chairman of the Membership Committee, and by Mr. Hamilton, of the Legal Action Committee.

"Motorcycles being excluded from the classification of 'motor vehicles' in the Callan law, are taxed various sums in different cities of the State, the Common Councils of which have fixed a city registration fee. One year ago it cost this club $65 to have this proposed city registration fee cut from $5 to $1.25.

"Now here is where we are up against it good and proper in Syracuse, Rochester and Buffalo. The Callan law allows automobiles 15 miles in the cities, and 30 miles in the country. Motorcycles, being excluded from the provisions of the law, are held down to eight miles an hour in this city, and it now is costing us $75 to get a 15-mile limit ordinance through the Council. And worse than that, see what we are up against in the towns?

"One of our members was arrested in a town for violating 'the speed laws of the State of New York.' Upon appealing this case we found that there is an old highway law which we could not get around. Under its provisions we found that a man could be arrested and fined for driving a flock of sheep along a highway in a careless manner. Had we come under the Callan law we would be safe from such obnoxious ordinances as this.

"The letters mentioned which were sent out by the F. A. M. gave as a reason for opposing the proposed Callan amendment that 'we would be subject to the same heavy fines and imprisonment as the automobilist.' We believe up this way that if a man on a motorcycle kills a person that he should be liable to the same punishment as an automobilist. We believe, too, that the big mass meeting held in New York City could have succeeded in prevailing upon the Tammany representatives to have had the tax brought down to $2 and received the same privileges and protection as the Callan law gives to automobilists. We do not wish to censure or complain of the action taken by the Eastern District representatives, but we do believe that they were not fully aware of all of the existing conditions.

"We would like to have this matter brought up at the Eastern District meeting in Boston on June 24. We would request that steps be taken at once to secure a State registration of motorcyclists in New York for 1912. This may be opposed by some of the Eastern States, residents of which do not have to take out a State license on coming into this State now, but we believe that our interests are paramount to those of outsiders."

After the reading of the letter Secretary Gibson took the floor. He said that the F. A. M. is in receipt of innumerable letters from individuals in all sections of the country requesting that efforts be made to change or nullify local ordinances which are obnoxious to motorcyclists. He said that it was impossible to satisfy everyone, and while the Syracuse motorcyclists might have a just grievance, he nevertheless thought that the present exemption of motorcyclists from the provisions of the New York automobile law was best for the majority. This seemed to be the sentiment of several present, although it was admitted that the numerous local ordinances of which nearly all tourists were ignorant, were a source of great annoyance.

Vice Chairman Mann thought that the F. A. M. ought to devote itself more to opposing obnoxious local ordinances applying to motorcycles, than it has done heretofore. B. A Swenson, said that he thought it would be better for motorcyclists in New York to pay a State license and not be bothered by local ordinances. He cited the conditions in Rhode Island, where a State fee of $1 is exacted for motorcycles and they are not subject to local ordinances.

R. K. Merrill, of Pittsburg, said that the State license fee of $2 which Pennsylvania exacts from motorcyclists was satisfactory to the riders, as it throttled the despotic ordinances which many towns in that State have enacted. Commissioner Mann spoke of the good features of the Massachusetts law. Due to the efforts of the F. A. M., the painting of numbers on rear mud guards has been repealed, and the only tag which must be carried is a brass seal two inches in diameter. It may be carried on any part of the machine. Private owners are not required to be licensed and only need register their machines. The most disagreeable feature of the law at present is that it requires motorcycles to carry tail lights. It was intended to try to have this provision removed this year, but upon assurances that such an attempt would result in failure at this time the movement was put in storage until next year. In Mann's opinion, with the tail light feature eliminated the Massachusetts law is an ideal one for motorcyclists.

THRILLS AND SPILLS AT SALT LAKE

Match Between Seymour and Whittler Proves a Hair-raiser, Both Riders Falling—Novice Upsets Samuelson.

Thrills and spills were added numbers on the program at the Salt Lake Motordrome on the 22nd inst. In the three mile invitation professional race, Samuelson and Bergstrom had crossed the tape; they sat up, shut off their machines and coasted back to the finish mark. When within one hundred yards of the tape and while just barely moving, coasting along side by side, Peterson, on an N. S. U., came tearing along, evidently thinking the race was still on. Instead of going up the bank and around Samuelson and Bergstrom, where he had all kinds of room, he saw about a foot of space between the two riders, and through there he attempted to squeeze. Bergstrom managed to extricate himself, but "poor old Sam" went sky high, with the green rider. The crowd of fans was on edge in an instant, but when they saw the riders get up unhurt they appreciated the funny side of the incident and sent up a roar of laughter.

Ray Seymour again demonstrated that he had all manner of speed by defeating Fred Whittler in their match race at five miles. The six mile professional turned out to be the real thriller of the evening, and it was a "nip and tuck" race all the way. After fighting for the lead for the entire distance, at the finish both men seemed to come together like a piece of steel to a magnet, and the crowds expected to hear a crash, resulting in serious injuries. After hitting the rail both men rode the upright railing for about fifty feet, when they came down in a heap. The two machines, badly wrecked, went skimming over the track like pieces of paper in a windstorm, but to the surprise of all, the riders got up unhurt except for a few minor bruises. The finish was a dead heat, but Whittler was disqualified and the race given to Seymour.

Hardy Downing, Salt Lake's crack pacefollower, made his first appearance in a bicycle behind a motor this season. He rode two one mile exhibitions, one in 1:24 and the other in 1:17 Downing is dissatisfied with his showing and expects to train faithfully and try it again He found it difficult to hold the new track on his first time out, but he states that he will yet do around a minute for the fans.

The summary:

Five mile open, trade riders—Won by Claflin; Johnson, second; Westlake, third. Time, 4:31⅘.

Five mile match race—First heat won by Seymour. Time, 3:40⅖. Second heat won by Seymour. Time, 3:50⅗.

Mile record trial by Harry Downing, motor paced. Time, 1:17.

Invitation professional, three miles—Won by Samuelson; Bergstrom, second; H. Hyatt, third. Time, 2:14⅖.

Six mile open professional—Won by Seymour; Seahouse, second; Ward, third. Time, 4:29⅗. Whittler ran dead heat but was disqualified.

Hasha May Get an Unusual Record.

After several false alarms, Edward Hasha, the Texas midget, really appears to have broken a world's record at the Tuileries track, Denver, Colo. In a five mile professional race on the 25th ult., Hasha rode an intermediate mile in 41 seconds flat, shaving the fifth off the record which was made by DeRosier. Hasha's time will be accepted as a record if affidavits are filed in the same manner as is done in the case of record trials. So says the F. A. M. chairman, although in no other sport are intermediate miles permitted to stand as records.

Hasha also won the ten mile open, professional, and rode a ten mile exhibition against time. He covered the ten miles in 7:18⅗. Boyd and Albright divided the other two events, Boyd beating Armstrong in the five mile for singles, and Albright trounced Boyd in a five mile match. Summary:

Five mile open, twins, professional—Won by Hasha; second, Albright; third, Boyd; fourth, Armstrong. Time, 3:33.

Five mile open, singles, professional—Won by Boyd; second, Armstrong; third, Cogburn; fourth, Mitchel. Time, 4:39⅘.

Ten miles against time—E. Hasha, Indian. Time, 7:18⅗.

Five mile match, professional, Albright vs. Boyd—Won by Boyd. Time, 3:43⅘.

Ten mile open, professional—Won by Hasha; second, Albright; third, Boyd; fourth, Goode. Time, 7:25⅖.

Big Fields for Indianapolis Meet.

It is expected that about forty or fifty riders will compete in the race meet at the Indianapolis Fair Grounds, under the auspices of the Indiana Motorcycle Club, on the Fourth. Nearly thirty have already signed up, and large fields of starters are therefore practically assured. The Fair Grounds track is unusually wide and well banked at the turns and the track will permit more speed with less danger than any other dirt track in he middle west. Among the riders that have entered are the following well known speeders: Fred Huyck, Chicago, (Merkel); Frank Marshall, Terre Haute, (Indian); E. B. Baker, Springfield, Mass., (Indian); John Sink, Indianapolis, (Thor); Noble Shepard, Kokomo, (Merkel); Fred Daphan, Indianapolis, (Indian); W. H. Melle, Indianapolis, (Indian); Ocie Jones, Indianapolis, (Excelsior); Fred Stewart, Indianapolis, (Yale); John Ellis, Indianapolis, (Thor); "Shorty" Matthews, Chicago, (Thor); Joe Desalbo, Chicago, (Excelsior); E. F. Torney, Chicago, (Thor); Michael Vestal, Indianapolis, (Excelsior); Ray McDougal, Indianapolis, (Yale), and Chas. Merz, Indianapolis.

OAKS BROTHERS DEFEND OSHKOSH

Milwaukee "Invaders" Receive Unexpectedly Warm Reception—The Oshkosh Family Captures Every Event.

Visiting motorcyclists from Milwaukee who went pot hunting at Oshkosh, Wis., on Sunday, 25th ult., got hold of a pair of tartars in the persons of the Oaks brothers of that city. The outcome of the visit was that the visitors had to be content with places, while the local boys carried off the big plums. It was a "great Oak" day, for the brothers won all of the four races, or rather Clyde Oaks did. However, he was disqualified for fouling in one race, which was awarded to Karl Oaks, so that the victory stayed in the family just the same. The Oaks rode Harley-Davidson single cylinder machines.

Two thousand people witnessed the races, which were run by the Oshkosh Motorcycle Club, and there was plenty of action on tap at all times. The feature event of the day was the five mile city championship. Clyde Oaks took the lead at the start, but in the second lap, L. Scammon, an Indian rider, went in front. This pair had a hot scrap for a lap or so, when Clyde Oaks regained the lead and held it to the finish.

In the ten mile open Scammon and Smick fell, but neither was hurt. The Oaks, Clyde and Karl, finished one, two in this race, and did the same thing in the three mile event. The latter was a see-saw most of the time and proved highly exciting. Broken battery wires put Scammon out of the five mile open, and Smick stalled his motor and withdrew. Clyde Oaks won, but was disqualified for fouling Smick, and the race was awarded to Karl Oaks, with Hanson, Indian, second. Summary:

Five mile open—Won by Karl Oaks, Harley-Davidson; second, Hanson, Indian. Time, 7:09. Clyde Oaks, Harley-Davidson, disqualified for fouling.

Five mile, city championship—Won by Clyde Oaks, Harley-Davidson; second, F. Smick, Excelsior; third, Scammon, Indian. Time, 7:04½.

Three mile open—Won by Clyde Oaks, Harley-Davidson; second, Karl Oaks, Harley-Davidson; third, Scammon, Indian. Time, 4:11.

Ten mile open—Won by Clyde Oaks, Harley-Davidson; second, Karl Oaks, Harley-Davidson; third, Scammon, Indian. Time, 14:36.

Hempel Acquires San Diego.

Walter Hempel, formerly manager of the Los Angeles (Cal.) Motordrome, has acquired the Lakeside track and grounds at San Diego, Cal., and plans to hold motorcycle meets there. The first speedfest will be a double header on July 8-9, and a big field of entries and good sport is promised.

ANNUAL GUS HABICH MOTORCYCLE RUN, INDIANAPOLIS, JUNE 25TH.







HODGINS WINS NEW HONORS

Captures Forty Pound "Porker" on Annual Gus Habich Run in Semi-final —Loses Final.

Although about 200 riders had signified their intention of going on the annual Gus Habich motorcycle run from Indianapolis to Taylorsville, a distance of 90 miles, nearly half of this number proved to be "fair weather sports," and missed a good time on account of the rain.

Nelson Hodgin, who has been chasing time on his motorcycle from Indianapolis to Chicago, added new laurels of a different kind to his name and will hereafter be known, it is said, as "Pig" Hodgin, for he proved the champion pig chaser of the crowd. After a ten-minute chase over a large field Hodgin dived for the shoat and nailed him. The pig was given to "Nelse," but he had to take him home on his motorcycle. This proved a more difficult feat than that of catching the greased animal, and Hodgin did not get home with his pig. He carried it about four miles, when nearing Edinburg Hodgin's machine hit a bad place in the road and it was all he could do to keep from "spilling." The shoat, lying on the gasoline tank, took advantage of the rider at this moment and ran away. Hodgin got off his machine and started in hot pursuit, but the porker ran under a fence, eluding the motorcycle speedster, and Hodgin had to go on his way without his prize. About fifty of the motorcyclists started and the whole army gave the pig a merry chase. There was only one rule and that was, no one was permitted to touch the pig while another had his hands on it. The shoat was given ten seconds start on the chasers, and a number thought they had the animal caught, only to see the pig slip out of their hands. Hodgin finally made a dive after it in football fashion, got a scissors hold on it, and the two rolled over and over a number of times. The fellows were about all "corked" at the end of the chase, and one or two were bitten by the husky young porker.

The motorcyclists gathered in front of the Habich store at Indianapolis early Sunday morning, 25th ult., and about 80 riders were in the picture that was taken. Reaching Taylorsville a big dinner was served the boys at Tom Jay camp, and the program that had been arranged was carried out. The sack race, which was won by Carl Hagenmile, with Marvin Habich second, furnished quite a bit of amusement. The winners of all races got handsome prizes, donated by Habich. Mrs. Ed Pfeffer won the ladies' egg race, which was one of the novel features. Motorcycle Policeman Dick Pressley, of Indianapolis, who, with his teammate, spent the day at the camp, won the swimming race, in which were fifteen starters, including Gus Habich himself. There were two boat races, but as those were an informal number no prizes were given. Fred Stewart and Nelson Hodgin won the three-legged race, while Ray McDougal and Carl Hagenmile got second.

In the afternoon about 3 o'clock the riders went to Edinburg, four miles away, in a body to see the motorcycle races there.

Baker Wins Time Trial at Edinburg.

The motorcycle races at Edinburg on Sunday the 25th ult., furnished some excitement, particularly in the half-hour race, when after Baker and Marshall had been see-sawing for position from the start, Baker's machine skidded on the lower turn in the nineteenth mile. He slid along the track and neither he nor the machine was injured, but if it had not been for his presence of mind in grabbing the machine out of the path of the tail-enders, no doubt there would have been a repetition of the Hawthorne track accident in Chicago on Decoration Day. At the time of the spill Marshall only had the best of Baker by a few yards, but the accident gave him an advantage of nearly a mile. Amid the cheers of the fans, however, Baker pluckily remounted and by hard riding finished second in the race. Earlier in the day, in the time trials, Billy Grimes lost control of his machine on the same turn, and crashed into the fence. He was not seriously injured, however, due, more than likely, to the fact that his fall was broken by striking a post.

The summaries:

Five miles stripped stock event, 30.50 limit—Won by Marshall, (Indian); Baker, (Indian), second; Stewart, (Yale), third. Time, 7:02.

Five mile event for fully equipped stock machines, 30.50 limit—Won by Grimes, (Excelsior); Ellis, (Excelsior), second; Hodgin (Indian), third. Time, 8:04.

Mile time trials won by E. G. Baker (Indian). Time, 1:16⅖.

Five mile exhibition race against time by E. G. Baker. Time, 6:43⅖. New state record for half mile track.

One-half hour race—Marshall (Indian), first; Baker (Indian), second; Stewart, (Yale), third. Distance, 21½ miles.

Lighthouse Track Blacklisted.

No more amateur motorcyclists will be allowed to ride on the Lighthouse cycle track, New Haven, Conn., as the result of a serious accident there on the 15th ult. Samuel Schwartz received a fractured skull by colliding with a plank torn out of a railing by another machine, the plank being hurled in front of Schwartz. Schwartz and Henry Rausch, another motorcyclist, were to have ridden a race that night, and went out to practice while the track still was wet and slippery after a heavy rain. While traveling fast Rausch's machine skidded and rammed the outer rail, throwing a plank in Schwarts's path. Rausch was not hurt seriously.

INVINCIBLES CONQUER MOUNT PETER

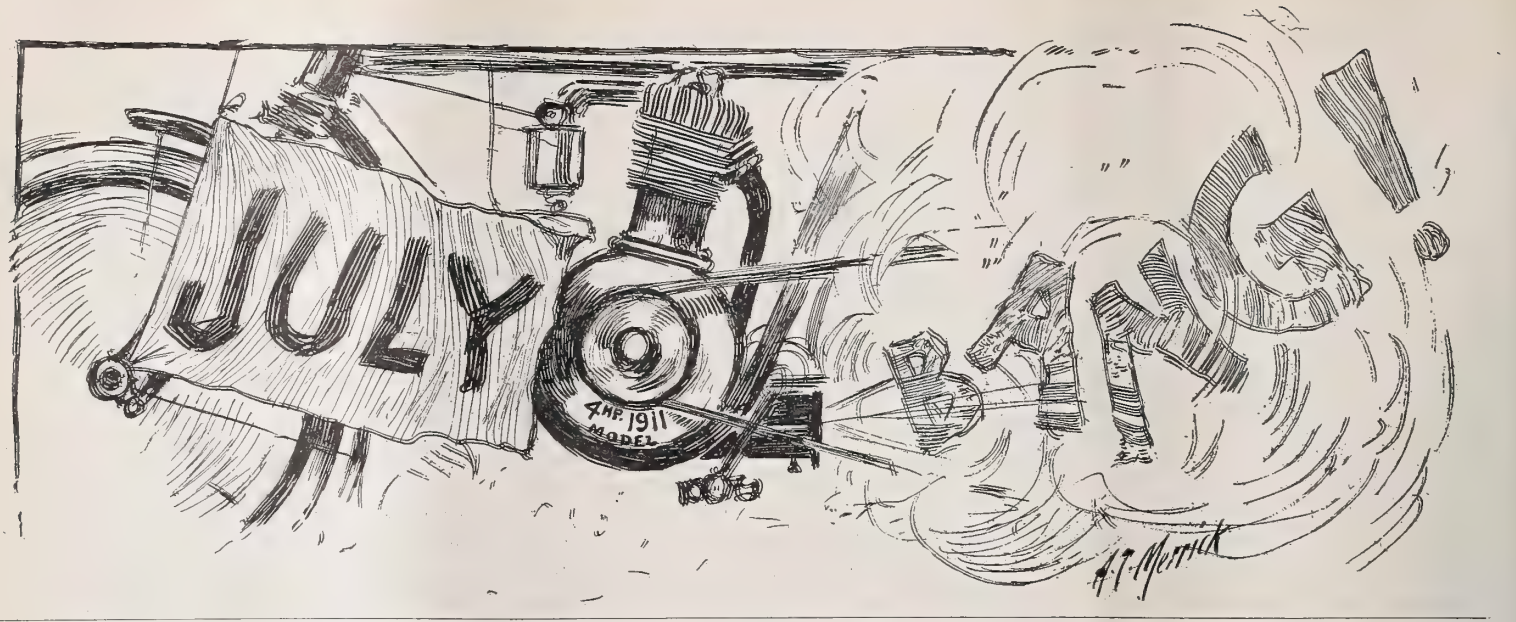
Fourteen Riders "Climb to the Clouds"—Visit Walter Goerke—Berman Injured in Spill.

Although it officially was termed an open "run" the Invincible Motorcycle Club of Brooklyn, N. Y., outing to Mt. Peter on the 25th ult., properly might be called a "climb to the clouds," for once the party got into the hills beyond Tuxedo the traveling became very much to the style of the Coney Island scenic railway. In fact, as a thriller and heart jumper the Coney glide had nothing on the dips, and climbs, and sharp bends that the New York motorcyclists took in the vicinity of Hogback and Peter. Some of those who tried Peter expressed the opinion that if it is as hard to pass St. Peter as it is to climb Mt. Peter—why, they don't care particularly about entering the angel kingdom.

Fourteen riders started from the Invincible club house at 8:45 a. m. It was significant that the outsiders outnumbered the Invincibles who went along, leading to the inference that the latter are not particularly strong as followers of Mrs. Workman or Miss Peck. It was very much of a go-as-you-please affair after the riders checked out and a choice of routes was allowed. Some crossed to Jersey and followed the west shore, while those who did not have Jersey licenses and did not feel like getting them stayed in New York and ferried across at Tarrytown to Nyack. Here both parties met and continued on through Tuxedo. A shower came down here, but was of short duration, and served as a dust layer. However, the weather was threatening all morning and scared away some prospective starters.

After rolling over good roads for a couple of miles past Tuxedo the party got into the hills, and the fun commenced. Hogback Mountain first loomed up, with its 20 per cent. slants and sharp right and left bends. Those who were fortunate enough to get up, left their machines and walked back to enjoy the misery of their fellows who were stalled. At the top of the mountain the cannonading of the motors near the bottom was sweet music as it crashed through the valleys and hills. Some free-lance riders who came along to see the fun saw plenty of it, for there was great panting and pushing of those who got stalled. The free engine clutches were the real salvation of those who got up without pedaling their heads off.

Finally all reached the top, some giving fervent thanks to the generous assistance of "shank's mare," and after the tired ones had recovered their lost wind the party resumed its travels. As a reward for the hard climb the riders enjoyed a glorious glide down the other side of Hogback, bringing them to the foot of Mt. Peter,



which had a 24 per cent. slant for them to sample.

Walter Goerke, who is summering at Greenwood Lake nearby, came out in his brother's watch-charm automobile to see the fun, and exchanged greetings with the riders. At the foot of Peter the scenes at Hogback were repeated and another free-for-all climb resulted. As before. Henry Wehman on a Marvel and W. L. Templeton, Indian, were the chief dust raisers in the scrap to see who would reach the mounain house first. After some very realistic skids and slides on the edges of precipices Templeton beat Wehman out by 50 feet.

This pair then walked back to see the fun. There was one bad turn, and as the riders rushed it they usually performed all sorts of gyrations, as there was a ditch and a steep drop on the outside edge. Again the clutches saved not a few from bursting their hearts and lungs, while those who did not have them, in some cases, keeled over and waited to get their wind back after trying to pedal a heavy machine up a 24 per cent. grade.

At Sterling Mountain William Berman was thrown while taking a turn at high speed and smashed his machine so badly that he had to return by train. He was severely hurt and was unconscious for some time. Once at the top the riders forgot the hardships they had been through when they spied the tempting dinner set before them, and voted that the trip was worth all the hard work which it had cost. After dinner the party broke up into sight-seeing squads and sent post cards to friends extolling the beauties of the place, and of course omitting to say how difficult it was to get there.

At 3:30 p. m. the start for home was made, and part way down the mountain the party met a rider who was walking up. It developed that he had left New York late and by the time he reached the foot of the mountain he was pretty well used up, so he decided to earn his medal by walking to the top and back again, leaving his machine below. The party split on the way home, some coming back over Hogback and others going around by way of Greenwood Lake where the hills were flatter. While returning over Hogback, J. Frederick, a Merkel rider, had a fall and smashed his machine. He was able to patch things up after an hour or so and came home under his own power. Despite the stiff climbing, all voted the trip a real delightful one. The clutch equipped machines covered themselves with glory, all of them reaching the mountain top, while some of those which were clutchless stalled way down and had to be pushed and pedaled to the top.

The party consisted of the following: H. J. Wehman, Marvel; Arthur Miller, Marvel; C. J. Davis, Marvel; W. Brown, Marvel; M. F. Kohn, Yale; W. Evath, Merkel; J. Frederick, Merkel; Frank Hart, Indian; W. Berman, Indian; Arthur Rochow, Indian; G. Zechel, Indian; W. L. Templeton, Indian; Fred Williams, Indian; J. U. Constant, Indian.

Reaches Chicago Before Schedule Time.

Tired and dusty, but still "game," Miss Kathryn Kelly, of Chicago, who left Philadelphia, Pa., on the 19th inst. on a long-distance motorcycle run to Chicago, reached her destination on the 28th ult., nine days after starting and one day ahead of schedule. Riding a Merkel six-horsepower twin, fitted with a Bosch magneto, Eclipse free engine pulley and Goodrich tires, Miss Kelly started out to win a wager that she could make the trip on a motorcycle. The distance was nearly 1,200 miles. She was accompanied on the trip by A. G. Chapple, of the Merkel staff, who acted as escort and general utility man. In many of the cities and towns local riders escorted the tourists for several miles, and at Valparaiso, Ind., a delegation of Chicago riders met the inter-State travelers and accompanied them to the finish. During the last stages of the trip Miss Kelly encountered some real tough going and qualified as a transcontinental tourist. Two days of riding in the rain over Ohio roads, numerous falls in the mud and bumping the ties from Clyde to Fremont, O., tested her endurance and courage severely, but she refused to quit. Her accomplishment probably stands as the longest motorcycle trip ever made by a woman in this country. The conclusion of the journey was marred by a sad accident as the party and escort were leaving Valparaiso, when Norman C. Trumpour, of Chicago, was struck by a train at a crossing and died three minutes later. Trumpour was well known among Chicago riders, and was a member of the Excelsior team in the New York-Chicago tour of 1908. The accident cast a pall over the spirits of the party for the remainder of the trip.

Night Races at New Chicago Track.

All now is in readiness at the Stadium-Motordrome in Chicago, and the speed enthusiasts are due for some spectacular features of night riding. The event will be held July 8 and 9, when it is expected the 30,000 capacity grandstands will be filled and the one-third mile board circle, lighted with its 75 arc lamps, each of 7,000 candle power, the place will present a dazling reception. Already the track is completed and awaiting the riders who, up to the present, entries number 27, with eery indication of more than twice that number by opening time. An added attraction will be the machines themselves, which will belch flame insteam of blue smoke, and this alone, it is believed, will be regarded as one of the most spectacular phenomena of the whole affair.

The Machine, the Place and the Girl.

It will cost a motorcyclist of South Bend, Ind., from $1 to $25 hereafter to carry his girl or anyone else on his machine, unless the passenger sits on a saddle. Doubling up or riding on handlebars or frame is forbidden under an ordinance just passed.

Sixty-Eight Riders Ready for Tourist Trophy Race

Sixty-eight of the world's crack motorcycle racers and machines, representing America, Great Britain, France and Germany, are gathered on the Isle of Man, a quaint little dot in the Irish Sea, for the fifth international Tourist Trophy road race on July 3. It is the largest field ever nominated for this classic, which properly is the world's greatest motorcycle event. The "T. T.," as it is generally referred to by motorcyclists, was inaugurated in 1907 by the Marquis de Mouzilly St. Mars, who donated a handsome trophy to be contested for annually. The objects of the race are not to foster the development of freaks whose sole usefulness is as racing machines, but to assist in the development of an ideal touring motorcycle of sufficient power for the average user, without regard to the number of cylinders. In order to bar high-powered specially built racers the engines are limited to 585 cubic centimeters capacity, which is equivalent to about 4½ horsepower.

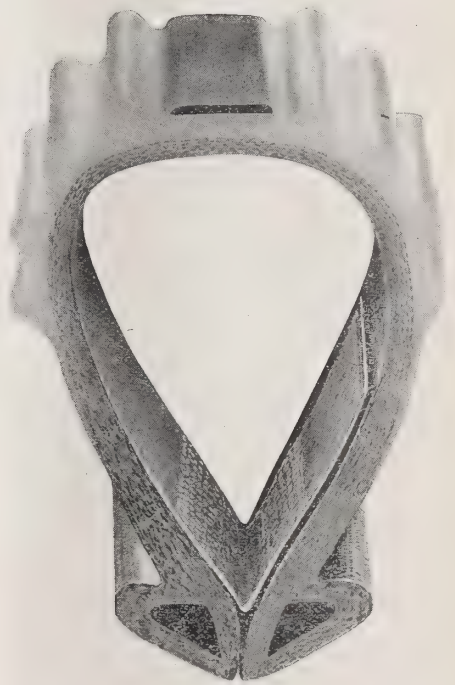


C. R. COLLIER

America's interest in the race is greater than ever before because the name of Jacob DeRosier appears among the entrants. He will be the only rider from this country in the race and will be one of the six riders of Indians, the only American machine entered. The T. T. Indians are duplicates of the regular stock "fives" save that the stroke is shortened to bring the engines inside the displacement limit. The bore is 2¾ inches and the stroke 3 inches, giving a displacement of 35.64 cubic inches or 584 cubic centimeters. All of the machines are fitted with two-speed gears because of the stiff hills on the course, and two-speeds will be quite common this year.

Specially built Goodyear Blue Streak tires, 28 by 2¼ inches, were shipped to be used on the Indians, but owing to a delay in shipment it is possible that some other makes may have to serve. The "blue streaks" were built especially for the race and have six plies of fabric and extra rubber on the tread. Inasmuch as the tread was modeled largely after Jacob DeRosier's ideas, it might be called the DeRosier-Goodyear tread. DeRosier did his training on a seven horsepower Indian in order that he would find the smaller machine easier to handle in the race. He will start 43d, the first Indian rider away being C. B. Franklin, who is No. 17. C. R. Collier, last year's winner, starts first.

As in all English events, professionals and amateurs will compete together. The trophy is a challenge prize which is raced for annually and is held by the winner until he meets defeat. In addition to receiving temporary possession of the trophy, the winner gets $200 in cash, the second man $125 and the third man $50. Gold medals are awarded to all riders finishing within 45 minutes after the winner.



SPECIAL T. T. TIRE

There are two silver cups, for the first and second private owners, who finish, provided they are not among the first three men, and that their performances are sufficiently meritorious.

This will be the third year in which the Indian has competed, and it is the only American motorcycle which ever has taken part in a T. T. race. In 1909 an Indian finished second, being beaten by a fraction less than four minues. Last year poor tires shattered the Indian chances. The Collier brothers, on Matchless machines, are naturally the favorites among Enlishmen, although they have considerable respect for DeRosier. In the first race in 1907 C. R. Collier won the single cylinder class, and in 1908 he finished second in the same class. Last year he won the race, when both classes were run together. In 1909 H. A. Collier was the winner. This year the Matchless machines will be fitted with ad-

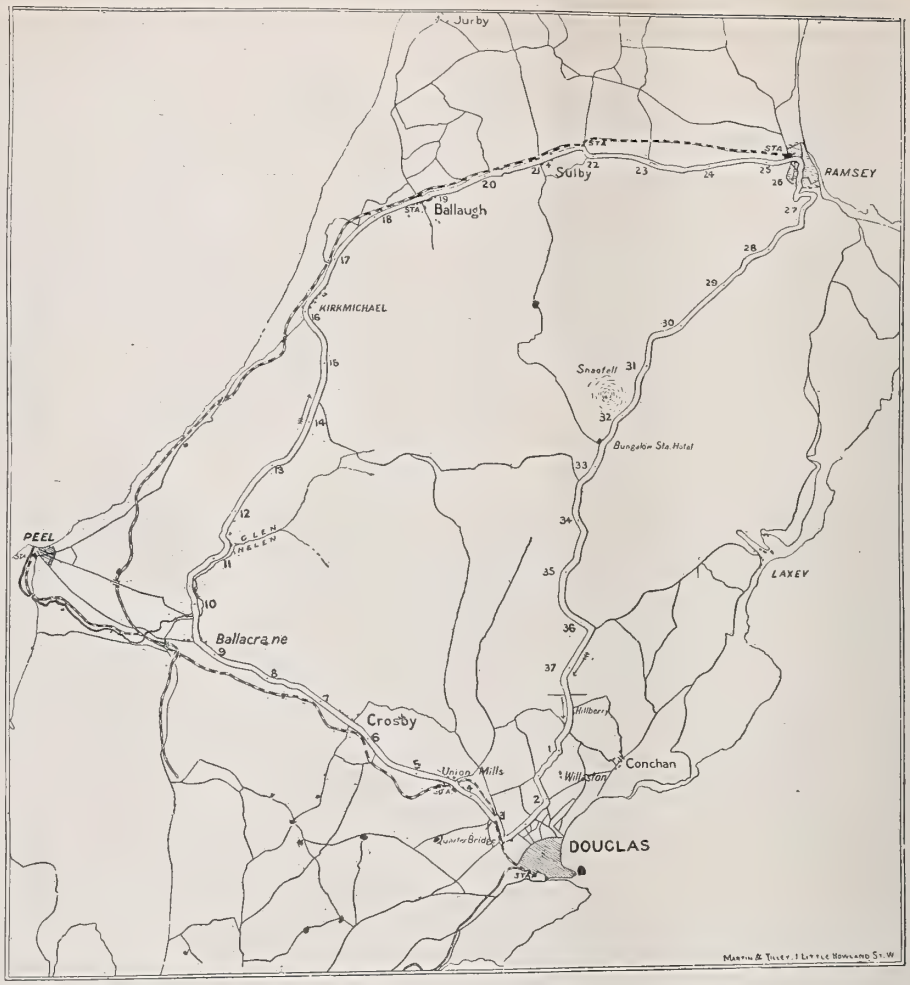
justable pulleys giving six gear ratios. The winner's average last year was slightly more than 50 miles an hour, but the course was much easier than it will be this year.

Christened the "four inch course" because it was originally laid out for an automobile road race for engines not exceeding four inch bore, the course is 37½ miles to the lap and will be covered five times, making the total distance 187½ miles. It should be covered in about 3½ hours. The race will start from Douglas on a level plot near Bray hill. Less than half a mile from the start the dangerous Quarter Bridge corner is encountered, and then there is a gentle rise to Union Mills. Rolling country then is found to the famous Ballacraine corner, another ugly elbow. At Creg Willey's hill the two-speeds will receive their first test, for the hill has a maximum height of 780 feet above sea level and the grade at the steepest part is one in 11.

There is a steep drop down the other side of this hill, followed by a long level stretch, and it is along here that the highest speeds will be attained.

After the riders leave Ramsey, at the most northern point on the course, the hardest part of the run is encountered. Four miles out they strike the famous "hairpin" corner, where the steep mountain road begins. For three miles the riders go up across and down the other side of Snaefell mountain, the hardest climb on the course. It has an elevation of nearly 1,600 feet, with a grade of one in 10 on the up side and one in 12 going down. After dropping down the mountain the riders arrive at the start in a few minutes. It will be in the fourth and fifth laps that the stiff hills will kill off the crippled or tired engines.

Machines must be stock, and to insure this all entrants must agree to offer for sale exact duplicates of the machines in the



race for six months afterward. Mufflers are optional, but if not used, long tail pipes not exhausting direct to the ground may be substituted. Two brakes are required, and also 2¼ inch tires, minimum, and mud guards. Auxiliary ports are permitted, provided they discharge into a passage leading to the exhaust tubes or muffler, and that the ports are not open to the air. Two supply stations on the course are allowed for each make of machine, and riders may receive assistance only at their stations. Only one person may assist in replenishing a machine, and all spare parts, except tires and fuel, must be carried during the race, and no others may be used.

Motorcycle Trip Through Europe.

Bound for a three to four thousand mile tour of Europe, three young Americans—Julius L. Stern, of Wilkesbarre, Pa.; Louis J. Stern, of Philadelphia, and Adam L. Gimbel, son of the well known dry goods merchant of New York, sailed on the Holland-American line steamer Rotterdam from New York on the 27th ult. The three young men are all about eighteen years of age and are students at Andover, Cornell University and the University of Pennsylvania, respectively. It is their intention while on the trip to live on two dollars a day. Riding seven horsepower machines and carrying their baggage and extra parts in valises strapped to the luggage carriers of their machines, the trio will journey through France to the Mediterranean, then making the trip north, passing through Switzerland and the Black Forest region of Germany, turning into Austria, and then continuing north through Germany to Berlin.

The schedule calls for runs of about eighty miles a day, and instead of following the regular routes of the traveling tourists, they will not stop at the hotels of the cities, but will go to the country taverns and village inns. By this method they feel that they will not only keep down their expenses but will gain a better knowledge of the countries through which they will pass. On arriving at Rotterdam they will ride to Brussels and then to Rheims, expecting to reach the latter place about July 11th. The next point will be Paris, then Orleans, Tours, Poitiers, Angouleme and Bordeaux, which, according to their schedule, they will reach on July 18th.

The next stops will be Toulouse, Nimes, Marseilles, and then a run is made to Nice, Digny, Grenoble, Lyons and Geneva follow. The trio expect to arrive at Lausanne by August 1, Berne the next day and Baden-Baden on August 5. Then they will visit Stuttgart, Ulm, Munich, Nuremberg, Pilsen and Carlsbad. Chemnitz, Dresden, Leipzig and Berlin are the next stopping places. They hope to reach Hamburg by August 21, returning to this country on a Hamburg-American liner.

Mixed Races at Baltimore.

It is rather a rare thing for a motorcycle club to promote bicycle races, but this is what the Maryland Motorcycle Club of Baltimore intends to do on July 4th. In addition to a card of motorcycle races it also has billed a bicycle race and a mixed race between a bicycle, motorcycle and automobile. The meet will be held at Electric Park. A delicate compliment has been paid to the Indian motorcycle by barring it from the first heat of the two-mile race for trade riders. However, all machines are eligible in the second heat and the final. As the track is a half mile the 30½-inch displacement limit will apply.

Texans May Have Meet on Fourth.

Providing the fair grounds track can be obtained for that date, the San Antonio (Tex.) Motorcycle Club will stage a big race meet on July 4.

DeRosier's Impressions of England and Its Riders

Advices from Jacob DeRosier indicate that in the short time in which he has been in England that he has become quite enamored of England, English motorcyclists and English ways. In fact, he has absorbed such a quantity of English motorcycle atmosphere that it would not be at all surprising to see him return to America thoroughly inculcated with English habits and views. The Britishers are giving him such a good time and making such a time over him that it all must seem like a dream to him, compared with some receptions which he has received at home. In fact he practically says this very thing. Although DeRosier now is on the T. T. course in the Isle of Man, preparing for the race on July 3, before leaving London he dictated an interesting account of his experiences.

"I landed in London safe and sound, and first I want to tell you that it was a very big surprise to see the class of motorcyclists here," he begins. Continuing, he says: "They all are a very fine lot.

"I also took great notice of the hotels; I get a square meal here and it tastes like real food. I have taken in the Royal Automobile Club, and I think that this is the finest club in the world, bar none. In connection with this club they have all sorts of games, reading rooms, libraries, and in fact anything that you could wish for in an ideal club. At the present time London is in the midst of the coronation fuss and it certainly will be a swell affair, but I will not be here for it.

"I took a ride in a taxi the other morning, was out all morning, and together with the chauffeur's tip my ride did not cost $2, so you see taxi's here are not as expensive as in New York. I went around to see one of the royal palaces and a hundred other places of interest that I could not begin to mention.

"Another thing that I want to tell you about is the roads. We don't know what a road is in America until we see these over here. There are hundreds of different kinds of vehicles that we don't see in America, including all sorts of bicycles and push carts.

"I also am having a great time with the money. You can have a long tram ride for one half penny (one cent), and there scarcely is a fare over one pence (two cents). I think that this is one of the greatest cities that I ever have seen. The traffic is something awful.

"I am feeling very good physically; the trip did not affect me the least bit. There only were two nights when the ship rolled a good bit; I lost a little sleep, but outside of that the trip was fine.

"More of the American riders ought to come over here and see this fine country. I just have been long enough in England to understand the difference between motorcycling here and in America, and there certainly is a big difference in the way the sport is conducted in the two countries. Over here everyone seems to enjoy himself and there is none of the scrapping that is so prevalent in motorcycling affairs in the States. See I am using English expressions already.

"Over here there is no difference between an amateur and a professional. If a rider is an amateur he can compete with professionals and receive his cup if he wins it. They don't have so-called trade riders over here. They don't seem to understand here that a man can draw a salary from a factory and yet be called a trade rider in America. They regard the three classes as a joke over here and also cannot understand why an amateur cannot ride with a professional.

"It was only last Friday week that I rode in a 400 mile reliability trial, in which there were all kinds of amateurs and professionals competing together. I certainly don't see why a professional cannot ride in an endurance run in America. You see I rode over here and got a medal for it and I did not make any fuss about getting the cash, and I enjoyed the run just as much as any amateur who rode in it.

"If they had the tracks here like we have in America it would help the sport wonderfully. I like the country very much and all the motorcycle people I meet are perfect gentlemen. I have heard a lot about England, but it is a big surprise to me the way things are done over here.

"Another thing is that admission to Brooklands is not as cheap as I had been told. You can't get in for less than 62 cents, and the prices range all the way up to $5, so you see if there were some tracks over here there is money to be made. They don't make much over here but they are willing to spend their money. The majority of people who ride motorcycles over here are pretty well to do and there are thousands of this class. You can imagine that with a population of pretty close to eight million you could draw a pretty good crowd.

"Jack Prince ought to come over here and build one of his monuments. By the way, it was Prince who told me that the people here would not pay more than 12 cents to see a race. He made a big mistake somewhere. I would like to see him try to get in Brooklands for 12 cents. Why he could not get a pot of tea and bread and butter for 12 cents. Many people think that London is cheap. Let them come over here and they will find out for themselves that when they have put a few pounds in their pocket and changed it once it is gone in no time, and before they know it they have nothing. The money here seems to be circulating all the time. You have to tip everybody that looks at you if you want to get decent service.

If you happen to stop at a hotel where there is a doorman you must tip him, and the lift-boy (that's the elevator boy in America), and the chamber-maid; and the waiter, you have to tip him when you leave your chair, and you have to tip him again when he hands you your hat. However, London is a fine place and I am glad that I came.

"You can judge from the foregoing that I am feeling pretty fit (English expression) and enjoying myself. With best regards to all my friends in the States."

Hartford Club Plans Speed Contests.

Nine events are on the card planned by the Hartford (Conn.) Motorcycle Club for the race meet at Charter Oak Park on July 4th, and it is expected that some fast racing will be seen. Several local riders have scores to settle between themselces and entries have been received from a number of outsiders. The racing committee consists of William Brewster, Harry Lake, Leon Sherman, Harry B. Saunders and W. P. Leahy.

The events:—

5-mile 30½ cubic inch, novice.
10-mile 30½ cubic inch, belt machine.
25-mile 30½ cubic inch, open.
15-mile 61.00 cubic inch, stock.
10-mile 54.00 cubic inch, stock.
25-mile 61.00 cubic inch, open.
10-mile up to 61.00 cubic inch, belt machines.
10-mile 61.00 cubic inch, private owners.
1-mile time trials (free).

First, second and third prizes in all events will be $12 value to the winner, $8 for the second, and $5 for third.

New Saucer for Toronto.

The Toronto (Ont.) Motorcycle Club has announced that a six-year lease on a farm, near the city, has been secured and that $8,000 has been subscribed for the building of a saucer. The specifications call for a third of a mile board track, with a slope of 55 degrees on the turns. The $8,000 will not be enough to meet the cost, but it is expected that the oval will pay for itself in one season. The track will not be ready for use until next season, but some big races will be put on in 1912.

RACED FIFTY MILES IN THE RAIN

C. R. C. A. Handicap Enables Riders to Prove Their Mettle—Long-Marker Wins; Scratchman Takes Time Prize.

Drenched to the skin and spattered with mud until his own mother would not have recognized him, William Napier, of the Empire City Wheelmen, won the 12th annual 50 mile handicap bicycle road race of the Century Road Club of America, held over the Floral Park, L. I., course on Sunday, 25th ult. Napier had 20 minutes handicap and covered the half century in 2:28.55, good time considering the condition of the roads. Joseph Nunziata, of the Brooklyn Iver Johnson Wheelmen, finished second, being beaten by one-fifth of a second, and at his heels came A. E. Rhodes, another Empire man, also a fifth of a second behind.



START OF THE SCRATCH MEN

Although Joseph Koysky, of the New England Wheelmen, captured first time prize, he was protested for interference and disqualified, the first time prize being awarded to John Becht, an Empire City man, who started from scratch. Becht's time was 2:25.55⅕. The four other winners of time prizes in the order of arrival were as follows: Thomas LaRossa, Jack Townsend, William Napier and Joseph Nunziata.

It would seem as if the Fates had ordained that the riders were to get a wetting, for the race had been postponed from the Sunday previous on account of rain. Only 65 of the 100 entrants came to the starting line, the limit men being despatched at 11:45 a. m. with 40 minutes handicap. The scratch men were sent away at 12:21 p. m., four minutes ahead of time, owing to an error.

An hour after the scratch men left, a drizzle set in, which soon grew to a downpour, and in a very few minutes the riders were thoroughly soaked. The downpour continued throughout the race and the roads soon became seas of mud. There were many falls but no one was badly hurt.

One of the surprises of the race was the showing of A. E. Rhodes, who finished third from the 25 minute mark. Rhodes is over 50 years of age, and did some tall riding. Napier, the winner, is 30 years of age, and it was his first appearance in an open race in five years. Kopsky and Becht had a rousing scrap near the finish and it was anybody's race for a while, each man see-sawing with the other, and Kopsky finally won out in the final spurt.

One of the humorous incidents connected with the race was the finish of Franklin Fisher of the Irish-American A. A. Fisher got tired of riding in the rain so he threw the race overboard and stopped at a bakery to get something to eat. He finished munching a sandwich and carrying a bag of buns slung over his shoulder.

Among those who fell were George Polacsy and John Boyes, of the New Englands, who went down together while taking pace from each other. They remounted and finished. Just after crossing the finish line A. Attardi, of Brooklyn, collapsed, and was in dreamland for several minutes. The riders were unanimous in agreeing that it was the hardest race which has been run in several years. Eight of the 11 members of the New England Wheelmen who started, finished, an achievement which is a cause for considerable pride with that organization. The results in detail are given in the table:

No.	Rider and Club.	Handicap.	Time. H.M.S.
1	W. Napier, E. C. W..	0:20.00	2:28.55
2	J. Nunziata, B. I. J. W.	0:25.00	2:28.55⅕
3	A. E. Rhodes, E. C. W.	0:20.00	2:28.55⅖
4	B. Heineman, N.E.W.	0:25.00	2:28.55⅗
5	J. Roedig, N.E.W....	0:25.00	2:28.55⅘
6	P. Katz, C.R.C. of A.	0:25.00	2:28.56
7	E. M. Hipwell, unat'd	0:25.00	2:28.57
8	N. Pregenser, A.W...	0:30.00	2:38.25
9	H. Schetzen, T.R.C..	0:25.00	2:35.00
10	B. H. Boyes, N.E.W.	0:25.00	2:36.11
11	B. Baker, N.E.W.....	0:25.00	2:36.15
12	F. Mehrmann, E.C.W.	0:25.00	2:36.40
13	L. Gatto, N. H. W...	0:25.00	2:37.12
14	T. LaRossa, C.R.C.A.	0:10.00	2:26.45
15	B. Markowitz, C. R. C. of A.	0:20.00	2:38.01
16	A. H. Gunther, C. R. C. of A.....	0:40.00	2:58.51
17	J. Becht, E.C.W.....	Scratch	2:25.55⅕
18	P. Much, R.A.C.....	0:20.00	2:42.05
19	J. Townsend, I.A.A.C.	Scratch	2:26.55
20	B. Alfiere, B.I.J.W...	0:30.00	2:53.26
21	G. Russell, unattached	0:30.00	2:56.48
22	C. Krudrle, C.R.C.A.	0:30.00	2:58.10
23	A. Attardi, B.I.J.W..	0:25.00	2:56.00
24	P. Sorenson, E.C.W..	0:25.00	2:57.00
25	C. Hansen, E.C.W...	0:20.00	2:58.00

Time Prizes.

1	J. Becht, E.C.W.....	Scratch	2:25.55⅕
2	T. LaRossa, C.R.C.A.	0:10.00	2:26.45
3	J. Townsend, I.A.A.C.	Scratch	2:26.55
4	J. Napier, E.C.W....	0:20.00	2:28.55
5	J. Nunziata, B.I.J.W.	0:25.00	2:28.55⅕

Five Meets at Baltimore on Fourth.

Devotees of bicycle and motorcycle racing in Baltimore, Md., will have a feast of their favorite sports on July 4, the races forming part of the program for the modern idea of a safe and sane fourth. Among the speed contests which are booked at various points in the city on Independence Day are the following: Druid Hill Park, bicycle and motorcycle races; Highland Wheelmen, Prospect Park, bicycle races; Crescent Bicycle Club, Clifton Park, bicycle races; Letter Carriers' Convention, Prospect Park, motorcycle races.



W. NAPIER, FLORAL PARK WINNER

KRAMER SURPRISES NEWARK FANS

Switches Clarke and Starts MacFarland on Rampage—Loftes Shows Speed in Amateur Events.

Frank Kramer played the part of both "villain and hero" at the cycle races at the Newark Velodrome Wednesday night, the 28th ult., in the semi-final and final of the quarter mile. Perhaps no one will agree more emphatically with this statement than Jackie Clarke, who suffered at times most grievously from the champion's tricks of the track. True, Kramer is always out to do Clarke, who is usually the only one that will sweat him. Even Joe Fogler has become a member of the "Sleighride Club," when the champion is in action, and, consequently, when Clarke and the grandmaster found themselves in the semi-final struggle there simply had to be something doing.

Kramer's trick was an oldtimer in the cycle game. Long ago he learned it from MacFarland, even from Clarke himself, and although Clarke's manager, Floyd MacFarland protested to Referee Walter Bardgett, the only reply he got was the echo of his own voice. Bardgett simply shook his head and would listen to no dispraise of the champion.

The race itself was the merest dash from the back stretch and once around again from the tape. Kramer, who was off first, immediately began to ride wide and switch. He did it on the first turn and repeated it on the second and then for good measure he once more repeated it when he rounded the curve for the last sweep. His purpose was to carry Clarke wide and let Eddie Root in on the pole for second place; and, above all, to shut Clarke completely out of the running. What is more, the scheme almost worked, too, for in the homestretch Clarke was third and only had it on Root by the smallest margin.

At the close of the heat Floyd MacFarland rushed around protesting against Kramer's conduct in florid terms, and insisting that before the final heat Kramer be warned against "inching" over the starting line to get the advantage of a quicker start. Notwithstanding the admonition, however, Kramer got off in the lead again. In fact, it seemed as though Clarke actually wanted him to. Clarke tacked on his wheel, with Goullet third and Fogler fourth, and as the quartet crossed the bell line Clarke moved out to begin the battle. Goullet at once followed suit. Just at this ticklish point Kraer pulled another surprise, and with one sweeping high ride carried the two Australians clean up the bank. By this ruse Fogler was permitted to sprint up into his cozy corner on the champion's wheel for a sleighride home. Never a chance of a race from Fogler. When Clarke got this wide ride he did not come back as brave as in the semi-final. In fact, after the first spurt he never made a violent effort. Down the back stretch he played with Fogler, who was safely tucked away in Kramer's shadow, but on the last turn he fell back into third place. Goulett died on the first bump and trailed fourth. Insh ort, etao r h h r hr g rf srd farf dwl In short, the whole affair was as nice a piece of Indian file wheelmanship as was ever humorously called a race.

Wlilie Fenn proved an easy atter for MacFarland in the five mile motor-paced match race, and Worth Mitten, with a sprint of a complete lap, bore away the two mile handicap from Floyd Krebs, with Pedlar Palmer third. All the back mark men dropped out early by reason of the handicaps.

In the half-mile championship and five mile open Alvin Loftes displayed some amateur championship mettle that he has recently been showing in Toronto. The Providence boy outrode his field and swept away the present champion, Frank Blatz. Chester Smith, with a tardy spurt, gained on Loftes before he reached the tape. Earl Adams, the negro rider, finished third. In the open Lofteswent two laps from home and shook the field. Blats went after him hard, but in vain, and Smith was third, fifteen yards behind Blatz.

The summaries:

Half-mile national championship, amateur—Won by Alvin Loftus, Providence, R. I.; Chester Smith, Baldwin, Long Island, second; Earl L. Adams, Orange Valley, third; Frank Blatz, Jersey City, fourth. Time, 1:05⅘.

Quarter-mile national championship, professional—Won by Frank L. Kramer, East Orange, N. J.; Joseph Fogler, Brooklyn, second; A. J. Clarke, Australia, third; Alfred Goullet, Australia, fourth. Time, 0:29⅘.

Two mile novice—Won by Leonard Ulrope, Newark; Edward Schoner, Newark, second. Time, 4:33⅘.

Two mile handicap, professional—Won by W. L. Mitten, Davenport, Ia., 160 yards; Floyd Krebs, Newark, 160 yards, second; Pedlar Palmer, Australia, 200 yards, third; Walter Demara, San Francisco, 115 yards, fourth; Menus Bedell, Lynbrook ,Long Island, 140 yards, fifth. Time, 3:40⅗.

Five mile motor paced match race, professional—Floyd MacFarland, San Jose, Cal., paced by Carl Ruden, vs. Willie Fenn, Bristol, Conn., paced by Charley Turville—Won by MacFarland, with a lead of 100 yards. Time, 7:52⅗.

Five mile amateur open—Won by Alvin Loftus, Providence, R. I.; Frank Blatz, Jersey City, second; Chester Smith, Baldwin, Long Island, third; Adam Byerman, New York, fourth. Time, 10:42⅘.

Five mile open, professional — Won by Freddy Hill, of Boston; A. J. Clarke, Australia, second; John Bedell, Lynbrook, Long Island, tehird; Oscar Schwab, New York, fourth; Floyd MacFarland, San Jose, Cal., fifth. Time, 10:11⅕.

LAWSON CAPTURES TWO RACES

Defeats Gordon Walker in Match—Diefenbacher Takes Half-mile Professional—Unknown Distance Interesting.

Despite the severe trouncings which he has received at the hands of several riders this season, Iver Lawson showed that he is by no means "all in" yet as a race winner, by decisively capturing two races at the Salt Palace track, Salt Lake City, Utah, on the 21st ult. Lawson's big accomplishment of the evening was his defeat of Gordon Walker in straight heats of a match, and the big Swede followed this up by taking first in the unknown distance in the most sparkling windup seen at the Palace this year.

Rodney Diefenbacher annexed the half-mile professional handicap from the 75 yard mark. In the amateur class, Meredith gathered the three-quarter mile handicap and Colvin registered first in the two mile lap race. Manager Ernest Pye made his first appearance of the season on the track in a three-quarter mile exhibition behing a motor.

In the match, which was run in two heats at one-half and three-quarter miles respectiely, Lawson simply outgeneraled Walker and won as he pleased.

With fifteen men flying around the track for dear life, the unknown distance race was a spectatoı's delight. The riders expected that the route would be much shorter than it really was, and on each lap anxiously looked for the finish, but they were kept looping it for nearly five miles before the end same. Lawson was pocketed several times, but when the bell rang two laps before the finish, the Swede and Hehir were up the bank abreast. Lawson made a terrific dive down, and although Hehir tacked on he never was able to go by. The finish between them brought the spectators to their feet, Lawson winning by less than a wheel. Summary:

Unknown distance, professional—Won by Iver Lawson; second, P. Hehir; third, W. Stein; fourth, N. Anderson. Distance, 4 miles, 6 laps. Time, 10:21⅗.

Three-quarter mile motor-paced exhibition—E. A. Pye. Time, 1:05⅘.

Two mile open, amateur—Won by Colvin; second, Smertz; third, Brazier; fourth, Huey. Time, 4:17⅘.

Half-mile handicap, professional — Won by Diefenbacher (75); second, Carslake (70); third, West (40); fourth, Thomas (55). Time, 0:53⅗.

Three-quarter mile handicap, amateur—Won by Meredith (45); second, Brazier (55); third, Cook (95); fourth, Givlin (75). Time, 1:28⅖.

Heat match, Lawson vs. Walker—First heat, one-half mile, won by Lawson. Time, 1:02⅗. Second heat, three-quarter mile, won by Lawson. Time, 2:06⅗.

LOFTES MATCHED AGAINST ANDREWS

Will Race Canadian Champion on July 7th Broke Even in Last Contest—Motorcycle Races in Toronto.

There will be plenty of bicycle and motorcycle racing in Toronto during the first week of July. On the fifth the Butchers' Association will put on three motorcycle races at its picnis, while on the night of the 7th the "Big Four" will hold a set of bicycle races at Scarboro Beach. Alvin Loftes, of Providence, R. I., will be matched against Walt Andrews, the Canadian title holder, at three distances, quarter, half and one mile, unpaced. At present each has a victory over the other, and the question of supremacy, which is a real, live issue in Canadian circles, will be settled. The Toronto Motorcycle Club intends holding its mid-summer race meet on July 8th at the half-mile track at the Fair grounds, when, it is hoped, a couple of the crack F. A. M. riders who will be racing at the Buffalo championships a few days later, will start. The club is in communication with several of the clubs on this side of the line, with a view to getting entries. The feature race will be the ten-mile free-for-all for the J. W. Commeford trophy, which is a handsome silver cup standing two feet high.



Alvin Loftes, on wheel; G. L. Mackay, Chairman Racing Board Canadian Wheelmen, standing.

Great Card for Newark on Fourth.

Cycle fans are looking forward with the greatest expectation to the coming six-hour team race to be held on the Fourth at the Velodrome track, Newark, N. J., where most of the star pluggers and performers are expected to break records and make a little startling cycling history, in view of that $1,000 purse offered. Among the entries so far registered are the following: Floyd MacFarland and Jackie Clarke, John Bedell and Menus Bedell, Joe Fogler and Fred Hill, Frank Kramer and Willie Fenn, Floyd Krebs and Ernest Jokus, Alf. Goullet and Walter De Mara, Pedlar Palmer and Worth Mitten, Jumbo Wells and Oscar Schwab, Martin Ryan and Jake Magin, Saxon Williams and Eddie Rupprecht, Chris Scheller and Tommy Smith, Fred Jones and William Morton, Martin Kessler and Ben Hill.

New England Wheelmen Marathon.

After a lapse of two years Long Island is to be the scene of another bicycle Marathon road race. The 1911 edition of the Greek classic will be new throughout, in that it will have a different promoter and a different course, although the distance will be the regular Marathon route of 26 miles, 365 yards. The race will be held on Sunday, August 6, at 10 a. m., with the following Sunday as a rain date.

The New England Wheelmen of New York are playing the role of magnet in the regalvanization of the Marathon race, which will be staged on the Floral Park course. Starting at the Oriental Hotel the riders will follow the Jericho turnpike to Jericho, then turn south over the New Bridge road and return to the starting point. The race is open to amateurs and the limit handicap will be nine minutes.

Heading the prize list is a $50 racing bicycle, and there will be 24 other awards, including five time prizes. The first time prize will be a New England racing bicycle. Special prizes will be awarded to the following contestants: The rider breaking the Marathon record, the oldest married man, the first man to finish who resides 25 miles outside of New York City, the youngest messenger boy and the first letter carrier to finish. These prizes will be awarded among the first 15 men to finish. Special prizes will be awarded to the oldest rider to finish regardless of time, and to the first three members of the New England Wheelmen finishing outside the regular prize list. Entries close on August 1, at the regular fee of $1, with H. W. Zarr, 2202 Seventh avnue, New York City. Post entries will cost 25 per cent. extra.

New Club for Staten Island.

Desiring to promote sociability among riders, and arrange for runs and race meets, several motorcyclists of Staten Island have got together and organized the Staten Island Motorcycle Club. They have taken club quarters at Richmond terrace and elected the following officers: F. H. VanDuzer, president; S. G. Benham, vice-president; S. Christopher, secretary; John Warde, treasurer; J. J. Davidson, captain; George A. Smith, press representative.

TORONTO CORONATION DAY RACES

Fourteen Year Old Rider Furnishes Excitement—Loses Race by a Half-Wheel —Light Weight Machines Used.

The Coronation Day athletic meet of the Eaton A. A. at Toronto, Ontario, was featured by a motorcycle race, which furnished a thrilling spectacle for the whole of the five miles. Little Tommy Smith, a lad of 14 years, led the field for most of the distance up to three miles, but his daring riding got him into trouble. At this stage he accomplished a loop-the-loop act, but fortunately was unhurt, so that he was able to remount and set out hot-foot after his fleeing rivals. By hard riding he was able to close up the one-lap gap just as the finish was reached, but was beaten out by half-a-wheel length for third place. His performance was the outstanding feature of the exciting struggle, and he was accorded a flattering reception at the conclusion of the ride.

All the starters in this race straddled the popular Canadian made, lightweight "motor bicycles," which weigh only 85 pounds, but which are capable of traveling at the rate of 40 miles an hour. Barry proved to be the winner, with Herb McDonald and Lou Marsh second and third respectively. Time, 10:15.

The two bicycle races aroused the greatest kind of enthusiasm. Walt Andrews, the Canadian champion, suffered his second defeat of the season when he fell in the last lap of the three-mile handicap while in a contending position. The allowances were a little big in this event, so that the limit men just about won as they pleased. In the one-mile open, the pedalists put over some very keen racing, and although every effort was made to beat Andrews, the "Big Train," by a magnificent spurt, grabbed first prize, with Tom Bulger, of the Torontos, giving him a game argument. The summary:

Three-mile bicycle handicap—Won by A. Watson (200; second, A. Coleclough (300); third H. Simmons (200). Time, 7:24.

One mile open—Won by Walter Andrews; second, Tom Bulger; third, R. Brady. Time, 2:15.

Utica Citizens Join Agitating Forces.

Because of the great number complaining about the speed of motorcyclists and the noise caused by the open muffler the police of Utica, N. Y., have been ordered to pay particular attention to riders in that city and arrest any violators of the law. In an editorial regarding the motorcycle the Utica Observer said recently:

"There are a large number of motorcycles in Utica and it is regrettable that a few riders are using their machines in a way that makes them generally very unpopular with the public."

The Truth About the Motorcycle Business

There are at the present time 44 active motorcycle manufacturers in the United States. In spite of this, nearly one-third of all the machines sold in America are Harley-Davidsons. In fact, there are more single cylinder Harley-Davidsons sold every day than any one model of any other manufacturer in the world.

What the Harley-Davidson Dealers Are Doing

Our dealers are selling more machines this year than ever before—more by a large margin. The month of May just passed was the biggest month they ever had, but June so far has been bigger. In May our dealers did more business than in April, and in April more than in March. March, in turn, was larger than February, which was larger than any one month they ever had in their whole previous history.

Our dealers' success is our success, so we, too, are busy here at the factory. The whole Harley-Davidson plant is running ten hours a day, with some departments running night and day, and we have more men on our pay roll than ever before.

What Does All This Mean?

Simply this. That Harley-Davidsons are making good—that they are the best buy, dollar for dollar, on the market today. It means that the Harley-Davidson Company is treating its customers right—that it is making good every promise it ever made. We now have more dealers, we believe, than any other manufacturer in the motorcycle business. Probably more than any other two put together. Not one Harley-Davidson dealer has ever voluntarily given up the Harley-Davidson agency, and not one has ever failed or gone out of business.

Here is Food for Thought

Think these things over, friend dealer. There is no reason in the world why you too should not count yourself a Harley-Davidson success, unless, of course, you do not get into communication with us until your territory is closed up.

Remember that no dealer has ever lost a dollar by pushing the sale of Harley-Davidsons. Remember that you are in business to stay and to make money. The Harley-Davidson agency will do this for you. It is **no gamble**—not in any sense of the word. If you are live enough to be in business at all, you cannot afford to lose anything by letting the Harley-Davidson business get past you.

Here is the Real Purpose of This Advertisement

We need more distribution in some sections. Our heavy national advertising has brought us thousands of inquiries from interested parties in open territory where we have, as yet, no selling arrangements. There is some mighty good territory still open where we need dealers to take care of these inquiries for us and to turn them into sales. Do you know the Harley-Davidson well enough to know that it is the machine **that is doing the business?** It is without any question **the best selling** motorcycle on the market today, and if you are inerested, just drop us a line asking for our proposition **right now.**

Harley-Davidson Motor Company

789 - L - Street Milwaukee, Wis.

ANNUAL PHOTOGRAPH RUN OF CENTURY ROAD CLUB, EASTERN DIVISION.



The Century Road Club Association, Eastern Division, held their annual photograph run on Sunday, the 25th ult., going out on Hoffman Boulevard to Jamaica, L. I.

Standing of Mileage Competitors.

Tables showing the standing of the competitors in the mileage and century competition of the Century Road Club of America up to June 1 have been issued by Fred E. Hommer, secretary. Thomas La Rossa, of Jersey City, N. J., leads both classes. Following are the positions of the contestants in the two classes: Mileage competition—1, Thomas La Rossa, Jersey City, N. J.; 2, B. Markowitz, New York City; 3, Gus Wohlrab, Jersey City, N. J.; 4, F. E. Mommer, New York City; 5, Charles Krudrle, New York City; 6, Joseph Noe, Jersey City, N. J.; 7, H. C. Sommer, Woodhaven, N. Y.; 8, Philip Katz, Brooklyn, N. Y.; 9, J. R. Maddox, Roxbury, Mass.; 10, H. F. Wienert, Toledo, O.; 11, A .P. Bastide, New York City; 12, Herman Hintze, New York City, 13, Emil Trunk, Brooklyn, N. Y.; 14, A. H. Seeley, New York City; 15, N. O. Tarbell, Lake Geneva, Wis.; 16, C. B. Walker, Brooklyn, N. Y.; 17, John Bailie, New York City; 18, Charles Akuntius, New York City. Century competition—1, Thomas La Rossa, Jersey City, N. J.; 2, Fred E. Mommer, New York City; 3, Charles Krudrle, New York City; 4, H. C. Sommer, Woodhaven, N. Y.; 5, T. McCoy, Los Angeles, Cal.; 6, S. Oliver, Los Angeles, Cal.; 7, E. Rausher, Los Angeles, Cal.; 8, B. Markowitz, New York City; 9, Philip Kats, Brooklyn, N. Y.; 10, Herman Geiler, New York City; 11, W. E. Bracket, Lynn, Mass.; 12, J. R. Maddox, Roxbury, Mass.; 13, G. E. Smith, Los Angeles, Cal.; 14 H. F. Weinert, Toledo, O.; 15, A. P. Bastide, New York City; 16, R. G. Westervelt, Richmond Hill, L. I.; 17, A. D. Dawson, Richmond Hill, L. I.; 18, P. J. Bodkin, Los Angeles, Cal.; 19, Clark Russell, Brooklyn, N. Y.; 20, J. G. Smith, Ridgefield Park, N. J.; 21, John DeBruyn, New York City; 22, Emil Trunk, Brooklyn, N. Y.; 23, A. Hausenbauer, Brooklyn, N. Y.; 24, Jacob Hedden, Brooklyn, N. Y.; 25, H. H. Hintze, New York City.

On Way to Denver Awheel.

Tired, dusty and hungry, Benjamin F. Young and Thomas Garrett of Washington, Pa., pedaled their way to Indianapolis a few days ago on their bicycles and spent the night at the police headquarters. The young men are on their way to Denver, Col., and expect to make the trip in six weeks. They have made an average of 50 miles a day since leaving home on June 5th. Their proposed route is through St. Louis and Kansas City, Mo. Both riders bear letters of identification from the Chief of Police at Washingon, Pa., from prominent business men and from the editors of the newspapers there.

Keep to the Road in Toledo.

Toledo, O., police are gathering in cyclists who feel that the road is not good enough for them and are taking to the sidewalks. Half a dozen offenders were arrested and fined last week.

Veteran Cyclist Will Attempt Third Tour.

Maj. Edward A. Weed, 70 years old, and a veteran of the Civil War, announced the other day that he proposed to start from Los Angeles to wheel across the continent. He declares that he has pedaled 400,000 miles in all during the last few years since he took up the bicycle and that he was never better or stronger in his life. Indeed, he issued a challenge to men forty years younger to stand up with him on a steep grade with a heavy load on the bike.

"I don't think Dr. Osler was right, do you?" asked the Major the other day. "I may not be worth much to the world at large, but I am still pretty valuable to myself. As far as physical strength goes I am the equal of any of them thirty years—yes, forty years, younger than I am, when it comes to a hard climb awheel with a packed saddle. I don't drink, swear, smoke, gamble or play pool or bowl, and I am still a pretty fair tailor." He held out a piece of beautifully done embroidery for inspection.

"I shall be here until December," he added, "and then I expect to start overland for the third time. I shall go every mile of the way on my bike, and it's just a plain bicycle, too. It is not a motorcycle. I usually carry about 100 pounds of luggage with me."

Major Ward and Thomas W. Davis, the eighty year old cycle enthusiast, of Bloomington, Ill., would make a good team. Mr. Davis also expects to start soon on a tour.

The right thing in the right place.

THIS handsome little device in the rear wheel has done more to bring back cycling than anything else. It alone gives the rider absolute control of his machine, halves his pedalling exertion and takes all of the hard work out of cycling. It doubles the pleasure of riding, to business or for recreation. It makes all hills safe, all roads free from danger and all distances seem short.

It is easily sold because it is guaranteed and has behind it the recommendation of three million satisfied users.

The New Departure Manufacturing Co.

BRISTOL, CONN.

Coaster Brake Licensors



The Bicycle; A Physician's Prescription for Nerves

The question of exercise is one that every person must consider, and as to-day the strain of the business world is constantly increasing the necessity for proper exercise increases with it. The particular kind of exercise required varies with the individual, according to what his daily vocation may be. The man who is tied up in an office all day, with his brain taxed to the very limit from eight or nine in the morning to five or six at night, will break down sooner or later if he does not take proper physical exercise in his spare time. His brain has been so taxed that it prevents his sleeping at night, causing his vitality and his nerve force to gradually weaken, until the final break comes, and the result is nervous prostration or worse. With the machines constantly taking the place of hand labor, the demand for men closely confined all day long, day in and day out, in an office, often badly lighted and ventilated, using the brain forces to the very limit, until at night many of them go home with headaches, and then think ready for bed; but they get to bed and cannot sleep because the constant demand on the brain has caused the blood to rush to the head, and no exercise has been indulged in to redistribute that blood. Some may say that they feel too tired to indulge in any exercise after leaving the office, and all they want to do is to get to bed. This may be true, but it is the brain that is tired, and the blood having been drawn from the rest of the body, of course leaves a weakened condition, resulting in that tired feeling. But proper and beneficial rest, even if one were to sleep in this condidtion, cannot be secured without the necessary exercise first to redistribute the blood throughout the body. We may often sleep after a hard day of brain work without exercise, but in the morning we will feel just as tired as when retiring the night previous, with the natural result that we are not fit to do our proper day's work.

Exercise is the cornerstone of health, and therefore is just as absolutely necessary to the proper building of the body as it is to the building of a house. Exercise is purely recreation; recreating the forces necessary to the complete health of the human being. Where the daily task taxes the brain and causes the blood to be drawn to the head, exercise recreates the proper distribution of the blood, thus recreating the proper condition of the entire body. In this connection the following statement of a prominent physician is interesting. He says: "Nearly all the diseases of our time are the result of lack of exercise. Exercise is just as necessary to the human body as food. The increasing number of cases of nervous disorders, particularly among men, is caused by the lack of proper exercise. But the question of what kind of exercise to prescribe for the patient is constantly before us. We cannot ask them to run for two miles each morning and each night; nor can we ask them to saw wood, as in the old days. But we can persuade them to ride a wheel, and in doing so have cured them, if they will follow out our suggestions, and it is exercise they need.

"Take, on the other hand, the fight against tuberculosis. If every person with weak lungs or who is at all inclined toward this disease would ride a bicycle, the Society for the Prevention of Tuberculosis would be unnecessary in a comparatively short time. The average person, because he does not exercise sufficiently to properly expand the lungs, only uses about 75 per cent. of the air vesicles, making the lungs the favorite spots of infection.

"But in recommending the bicycle do not mistake me and think that I mean that you should ride in a century run once or twice a week, or a fifty mile road race. Like everything else in life, it should be taken in moderation, and regularly; if not, it may do more harm than good. Bicycling as an exercise should be carried on in easy stages. Exercise is a tonic, and therefore benefit cannot be derived from a single dose, or an overdose, or a dose now and then. A little spin on a wheel, say for a half hour in the morning and a half hour at night, taking it leisurely, not racing or seeing how far you can go in the time, but just spinning along at an easy pace will do more for the ordinary man of to-day than all the medicine that could be pumped into him. In this day of multitudinous patent medicines and fake beverages within easy reach, particularly of the man or woman who is troubles with 'nerves,' there is a great tendency and temptation to try these various 'dopes,' but if these very people would throw all their bottles away, take to the bicycle and get back to nature, they would soon feel as if they had new bodies. To such, as some one has previously said, 'the bicycle would be their salvation in this world and make them late in getting into the next, for it is the missing link between a pair of shoes and a pair of wings.' I know that many physicians who have never ridden a bicycle will disagree with me. They will go on giving drugs, and ordering many things they would not use themselves, or for their own family. They may possibly be willing to admit that the bicycle is a good thing if used moderately, but they do not know of its effect on the rider; of its peculiar fascination, of the pleasant trips that may be taken of a Sunday out of the city into God's own country—back to nature and nature's real recreative forces; out in the green fields and the hills; out by the mountain side and the brook, or out to the river or the seashore; out—anywhere—away from the strain, the heat, the dust and the crowds and the strap-hangers of the city. That is what the average man and the average woman needs—not drugs—but the best tonic in the world—God's own tonic, nature—and the bicycle opens the way."

Cycle Races for Bradley Beach.

Road races comprising ten events will figure among the chief features this year in the Fourth of July celebration at Bradley Beach. The tournament will be conducted under the combined auspices of the Bradley Beach Board of Trade and Monmouth Cycle Club, and is being eagerly awaited by thousands of devotees of the sport. Three prizes will be awarded for each event. The program follows: Five-mile handicap, one mile open, quarter-mile handicap, one-mile motorcycle (three heats), backward race, half-mile handicap, half-mile open, quarter-mile handicap, one-mile motorcycle (double, three heats) and slow race. Nap Poland, manager, says the course is in excellent condition.



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Founded 1877

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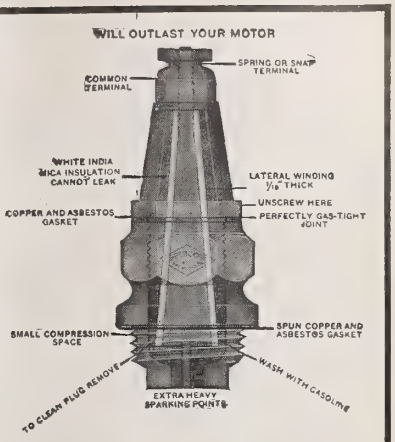
When the spirit of motorcycling is in the air, the wise merchant is on the ground.

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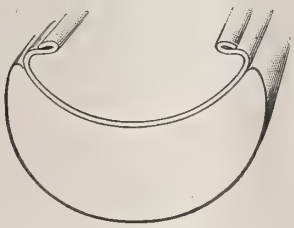
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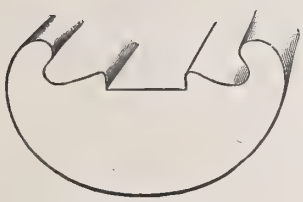
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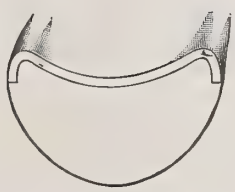
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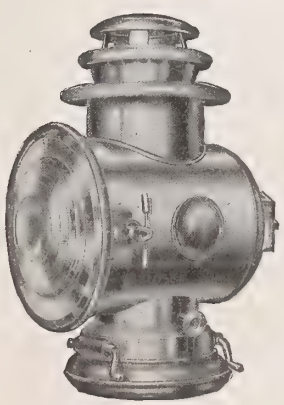
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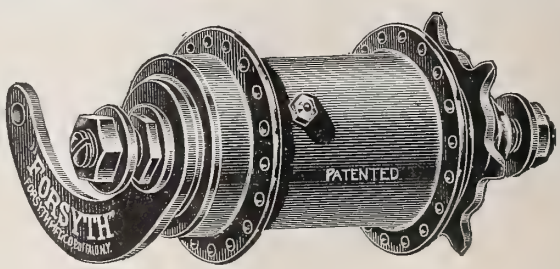
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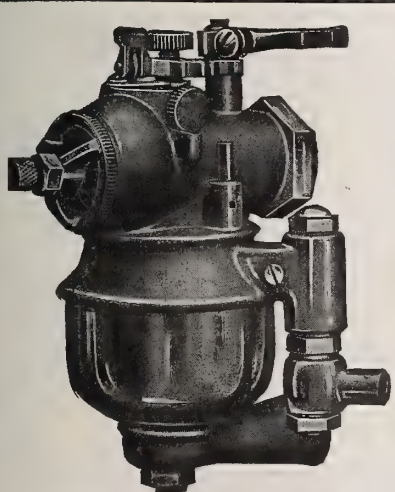
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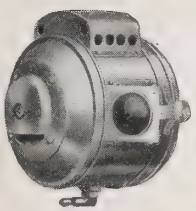
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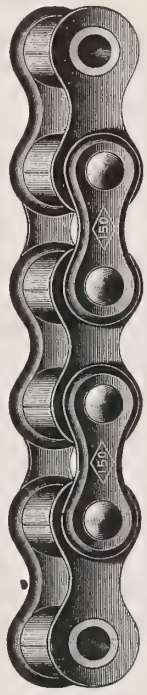
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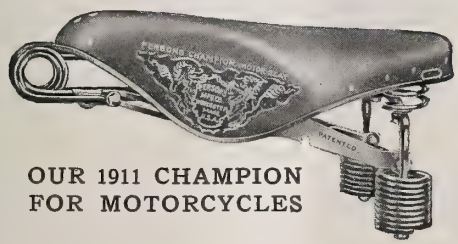
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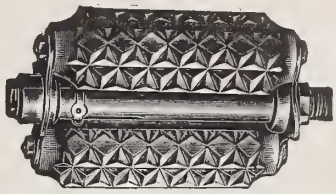
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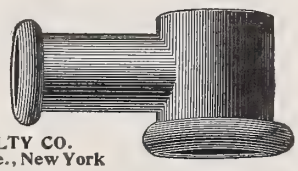
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UTICA, N. Y.

Central New York Distributors of
MERKEL MOTORCYCLES
Bicycle and Motorcycle Supplies.
UTICA CYCLE CO. Utica, N. Y.

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HURCK MOTOR AND CYCLE CO.
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Agents Indian Motorcycles.
All kinds motors repaired and sold.

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Repairs, Supplies and Storage.
Belmont Cycle Co.
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Bicycle and Motorcycle Supplies.
Write for our 1911 Catalog.
HUB CYCLE CO.
44-42 Portland St. BOSTON, MASS.

HIGH GRADE

wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.



SPROCKETS

We Make a Specialty of High-Grade Sprockets for the Cycle Trade

HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

WALD REPAIR TOOL



Best tool for repairing single tube tires. Sold by all Jobbers and Dealers.

Wald Manufacturing Co., Sheboygan, Wis.



STANDARD BEARINGS
excel in material, accuracy and finish.

Standard Roller Bearing Company
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BICYCLES AND SUNDRIES
Prompt and complete shipments

NEW YORK SPORTING GOODS CO.

BICYCLE GOODS
Motorcycle Supplies

We want every dealer to have our 1911 Catalogue and Bargain Books. Please write us on your letter head for No. 48.

NEW YORK SPORTING GOODS CO.
15 and 17 Warren Street, New York

4000 Motorcycle Cases at 60% Reduction
Goodrich Moulded and G & J Flat

1000 M. & W. Tubes at 33⅓% Reduction
Prices to Dealers and Jobbers

Model "A" Merkel-Light at $150

Write for catalogue and discount.

F. A. BAKER & CO.
10 Warren St. NEW YORK

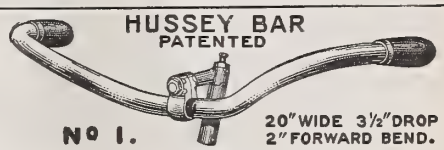
Special Stampings
For Bicycles and Motorcycles

From Steel, Copper, Brass, Aluminum and other metals.

We have been making good stampings for over 15 years. Give us a trial.

THE BOSSERT COMPANY
Utica, N. Y.

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No 1. 20" WIDE 3½" DROP 2" FORWARD BEND.

Furnished on All Good Bicycles. They Help You Sell.
Specify Them

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1709 Fernwood Ave. Toledo, Ohio
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American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

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DOW'S BICYCLE LUGGAGE CARRIER

Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

DOW WIRE AND IRON WORKS, Louisville, Ky.

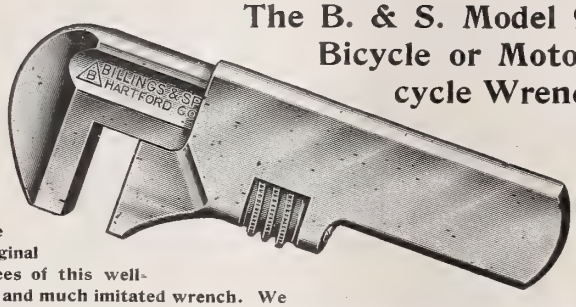
It Will Pay You, Mr. Dealer

to possess our big No. 12B catalog and price list of Bicycle and Motorcycle Sundries. FREE FOR THE ASKING.

BI-MOTOR EQUIPMENT COMPANY
177-179 Portland St., Boston, Mass.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

The B. & S. Model 97 Bicycle or Motorcycle Wrench



We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

THE BILLINGS & SPENCER CO., Hartford, Conn.
CLAIRE L. BARNES & CO., McCormick Bldg., Chicago

The Only Complete Tire Repair Outfit
ON THE MARKET FOR MOTORCYCLES.

"TITE-WAD"

The Rubber Putty

Repairs TUBES OR CASINGS to STAY FIXED. No acids, no heat, no battery, no tools, no patches.

30 REPAIRS IN EACH OUTFIT, $1.00 prepaid.

Satisfaction Guaranteed. Your dealer or direct from factory.

PAGE-LESTER CO.
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No. 88 Motorcycle Lamp—$5

A Motorcycle Searchlight.
Mirror Lens Projecting a Powerful Light.
Integral Generator.
Nickel Finish.
Weighs Only 23 Ounces.



THE MOTOR CAR EQUIPMENT CO.
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New model for 1911.
Price, $18.00.

STANDARD SPEEDOMETER
"THE INSTRUMENT OF PERMANENT ACCURACY"

The only Motorcycle Speedometer that has made good. Front and rear drive attachments for every make of motorcycle. Option of 60 or 80 mile dials without extra charge. Agents, place your season's order NOW and take advantage of the Quantity Price. Three styles to choose from.

Prices—$15.00, $18.00, $20.00

Twenty police departments use Standards because they are accurate.

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MAKERS OF THE

"WORLD" BICYCLE

Also the Largest Manufacturers of Jobbing Bicycles in America.

WRITE FOR PRICES

Your bicycle tire needs are exactly met by at least one, and perhaps all, of these four leaders from

KOKOMO



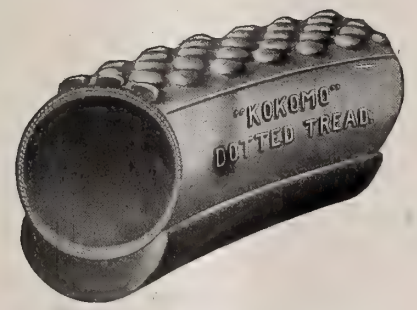
Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.



Kokomo Dotted Tread

A tire that prevents skidding and is safe and reliable on wet, slippery roads and city streets. Of high quality and careful construction. Furnished in road weight or in thick tread.

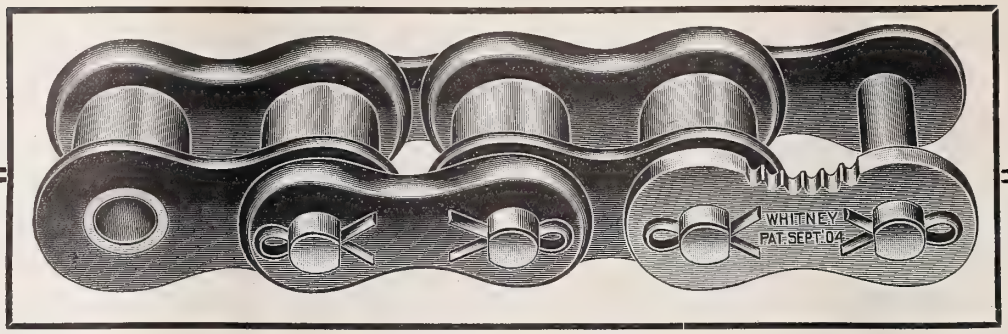


Kokomo Guaranteed Red Thorn

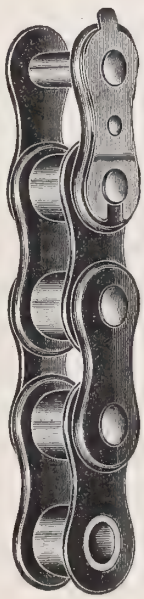
Made of red rubber, is extra heavy and is built especially for long service.

Are you profiting by what we offer you in Kokomo Tires?

KOKOMO RUBBER CO., Kokomo, Ind., U.S.A.



"WHITNEY" CHAINS



Approved by Men Who Know



Every "Whitney" Chain has a reputation back of it. A reputation of having been tested in the most trying service and never failing to make good. You can't go wrong by placing a "Whitney" Chain on your machine.

We've made chains for years and through our untiring efforts to produce nothing but the best "Whitney" Chains have gained a remarkable reputation. Just try a "Whitney" Chain when making replacements and get acquainted with its merits.

Roller Chains, Block Chains, Quiet Chains, Chain Belts

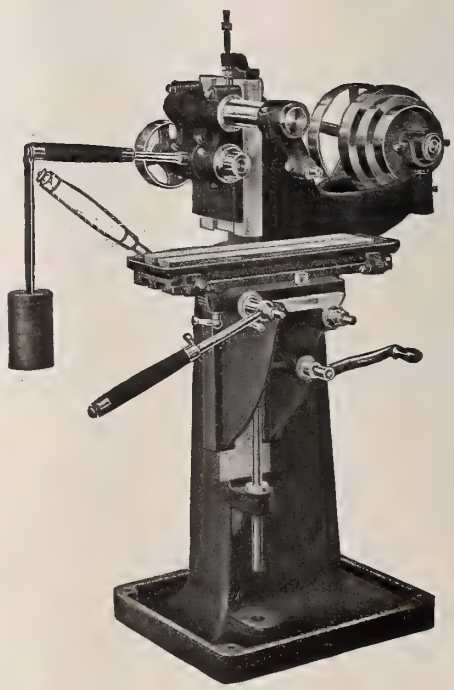
MACHINE DEPARTMENT

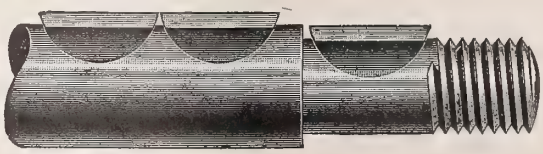
The "Whitney" Hand Miller is the most powerful machine for a wide range of work, on the market.

Our 20 Inch Water Tool Grinder, has no pump, piping or packed joints to get out of order.

Our Presto Chucks and Collets, are great time savers also money savers.

The Woodruff Patent System of Keying—Simple, Rapid, Great Time Saver.





THE WHITNEY MFG. COMPANY, Hartford, Conn.



Pennsylvania Rubber Company Announce the Safest and Longest Wearing Bicycle Tire Ever Known

VACUUM CUP Bicycle Tires

They Absolutely Prevent Skidding and Carry an Unqualified Season's Guarantee.

These tires are moulded with a series of cup shaped projections. They exert a vacuum hold on wet and slippery pavements. Slipping in any direction is impossible. Speed is in no way retarded, because the rolling of the wheel automatically and instantaneously releases each little cup by lifting one edge first.. In soft mud these tires sink down and exert a better hold on the road than any other type of non-skid.

Pennsylvania Vacuum Cup Bicycle Tires are difficult to puncture because of the extra thickness afforded by the cups.. They are guaranteed for—service.

They do away with the greatest of bicycle worries—tire trouble.

Made by an Independent Company Sold by Independent Dealers

For our Jobbing Trade, season 1912, we have samples and prices of our complete line of Bicycle Tires. To this popular priced line we have added the new Vacuum Cup Tires quoted above and also the No. 90, a special high grade tire made in either smooth or corrugated tread.

Jobbers will please note that our line of Bicycle Tires for 1912 covers eleven different grades.

We market our tires exclusively through the jobbing trade.

Trade supplied by Simmonds Hardware Co., St. Louis; Hibbard, Spencer, Bartlett & Co., Chicago.

Pennsylvania Rubber Company

JEANNETTE, PA.

BRANCHES :

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512-14 Mission Street, San Francisco, Cal.
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Kelly-Racine Twin Cylinder MOTORCYCLE TIRES

Built for Business



Absolutely Non-Skid

For Heavy Duty and **Long Service**

This tire is a compound of pure Para rubber, the finest grade of Sea Island cotton and BRAINS. It is built on regular cores, the same as motor car tires, and the same kind of a tire-machine, thus insuring absolute uniformity of construction.

We are believers in the motorcycle business and we are contributing to its advancement in offering to it the finest kind of tire equipment that experience, skill and the resources of the most modern tire plant in the world can produce.

The Kelly-Racine Rubber Co. is closely identified with the motorcycle industry and will specialize in its requirements.

We recommend without reservation the Kelly-Racine Twin Cylinder Motorcycle Tire.

KELLY-RACINE RUBBER COMPANY, Racine, Wis.

A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our well known automobile tank in everything but size. This gauge shows at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. Any dealer will take in this tank and send it to us to be exchanged for the new model with gauge, if the user desires, upon payment of the difference in price, $2 and transportation charge, plus the usual exchange fee if the old tank is empty.



Prest-O-Lite Tanks are now handled by practically all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this splendid lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

Get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

The Prest-O-Lite Co. 245 E. South St. Indianapolis, Ind.

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

FREE OUR HANDY RULER

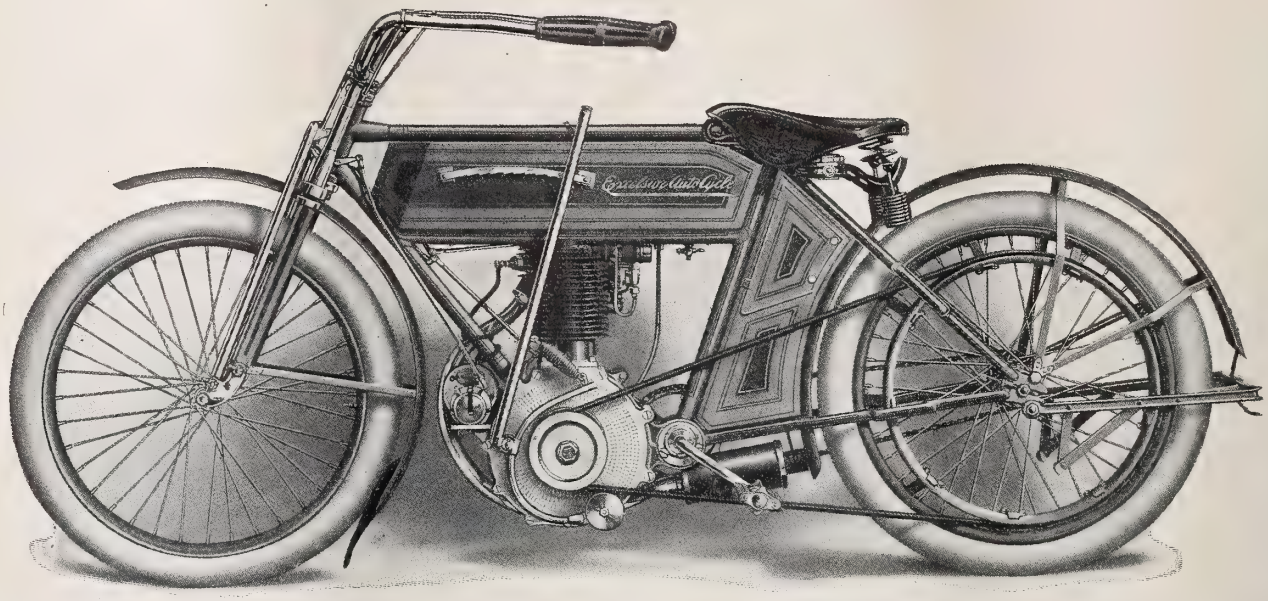
Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.

Price of Tank $10



Dimensions: Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

ALWAYS MAKES GOOD!



EXCELSIOR AUTO-CYCLE

Telegram from Omaha, June 5—"The Excelsior twin is King of the Speedway—5 miles in 5:10 beating the 7 h. p. ——— and the 7 h. p. ———."

Los Angeles, June 2—"In road race at Colton the twin Excelsior made the ——— and the ——— look like thirty cents. In the Los Angeles club run to Santa Barbara and return 3 Excelsiors made perfect scores. In the San Diego to San Bernardino and back endurance run, 2 Excelsior twins made perfect scores, making a 35% better showing than any other machine."

Santa Ana, Cal., May 30—"Out of 7 events Excelsiors walked away with four firsts and one second."

Chicago—At the races May 28th a count was made of the motorcycles ridden out to the grounds, revealing 153 Excelsiors; next numerically, 89; next 67 and so on.

GO TO ANY COMMUNITY WHERE THE EXCELSIOR IS SOLD
AND ASK WHICH IS THE MOST SATISFYING AUTO-CYCLE.

EXCELSIOR SUPPLY COMPANY

400 W. Randolph St. Member M. M. A. CHICAGO, ILL.

San Francisco Branch—361-363 Golden Gate Ave.

Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.

Members of the F. A. M.

You're busy with the convention, we know.

You're discussing the merits of prospective presidents—chain and belt drive—twin and single machines, etc.

Don't overlook your tires.

The pleasure of your machine depends upon its tires. And so does its cost, to a great extent.

Good motorcycle tires must be extremely resilient to afford easy riding. They must be manufactured of good fabric and good rubber—to wear long and keep tire expense to the minimum.

Diamond Motorcycle Tires

are made like the famous Diamond automobile tires. They have been proven the most resilient and the longest wearing tires.

Ask us for our illustrated catalogue and our handsome poster. If you prefer leave your name at the Diamond tire office in Buffalo, 715 Main St., and they will have us send you both.

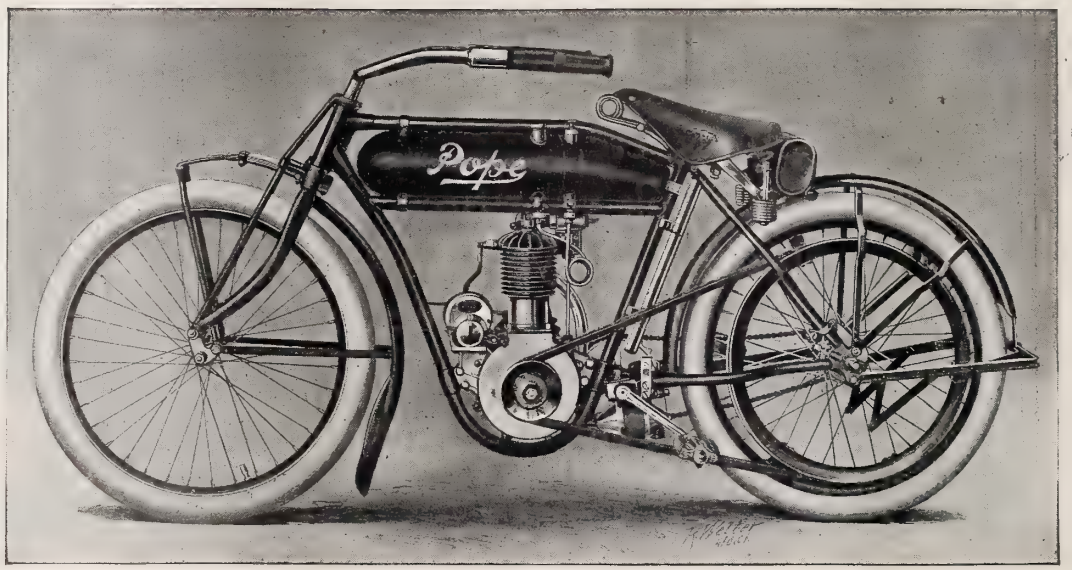
THE DIAMOND RUBBER CO., Akron, Ohio

Sales Houses and Service Stations in 54 principal cities, covering all sections.

The Pope Motorcycle

DEALERS EVERYWHERE DECLARE IT

A Pronounced Success



FIRST RATIONAL MOTORCYCLE ON THE MARKET. A MACHINE FOR THE MASSES, NOT FOR A COMPARATIVE FEW. LIGHTER IN WEIGHT—LOWER IN PRICE. SELLS FOR $175 WITH MAGNETO

Our Qualifications for Building Quality Motorcycles

Every bicycle dealer knows that Pope methods have for years produced the finest bicycles and the most efficient automobiles. The Pope Motorcycle now being built in our big bicycle plant at Westfield, Mass., embodies in its design and construction the result of 34 years' experience in the manufacture of bicycles and over 15 years' experience in the manufacture of automobiles. All the resources of a specially equipped plant and all the skill and ingenuity of an experienced corps of engineers and designers have been concentrated on the production of this machine. The Pope Motorcycle excels because it is the result of Pope experience, Pope resources, Pope quality, Pope methods, and Pope skill. It is the perfected product of a factory long famous for the quality of its output.

An Attractive Machine at an Attractive Price

There is nothing experimental about the Pope Motorcycle. The efficiency of every feature has been proven by exhaustive tests and by experience. As regards material and workmanship, the machine is absolutely high grade throughout. No motorcycle is stronger or has a higher grade equipment. Its design is clean cut; its construction, staunch; and its motor, efficient.

Bouquets from Some of Our Dealers

Since its introduction to the trade our dealers have had an opportunity to submit this machine to critical tests and examinations. That their verdict has more than fulfilled what we predicted in our announcements may be seen from the following testimonials:

Our Providence, R. I., dealer writes—

"I tried the Pope out yesterday and cannot say too much in favor of it. It is perfect in every way."

Dealer in Winnipeg, Canada, writes—

"We may say that the Pope Motorcycle more than comes up to our expectations both in appearance and performance."

Our dealer in Savannah, Ga., writes—

"Your machine arrived this A. M. and we were agreeably surprised with its appearance. We took it out for demonstration and sold it within one hour of its arrival in our store. Its performance was good and was up to what you claim."

This one from our dealer in Taunton, Mass.—

"Motorcycle received. Have had machine out for trial—is giving best of satisfaction—is a GOOD HILL CLIMBER.

Quick Sales—Big Opportunities—Large Daily Output—Prompt Shipment

DEALERS! The Pope Motorcycle appeals to a vast number of people, whereas other motorcycles have appealed only to a limited few. The demand for this machine has long been felt. It will not be necessary to create it. Large sales can be made quickly. This is your opportunity. Send for Catalogue and Dealers' Terms.

THE POPE MANUFACTURING CO., Hartford, Conn.

A 9 REINFORCED
BRACKET PULLEY-RIM

WITH THE BRACKETS FORMED INTEGRAL WITH THE RIM

Manufactured in both V and Flat Belt design and in standard dimensions. This rim is sturdy and neat in appearance.

BLUE PRINTS FURNISHED UPON REQUEST

Owing to the demands of the trade for a rim somewhat heavier, we are now manufacturing the well known and very popular Inverted Bead type of wheel rim out of 15 gauge stock.

MUD GUARDS AND TUBULAR PARTS
IN STANDARD AND SPECIAL DESIGNS

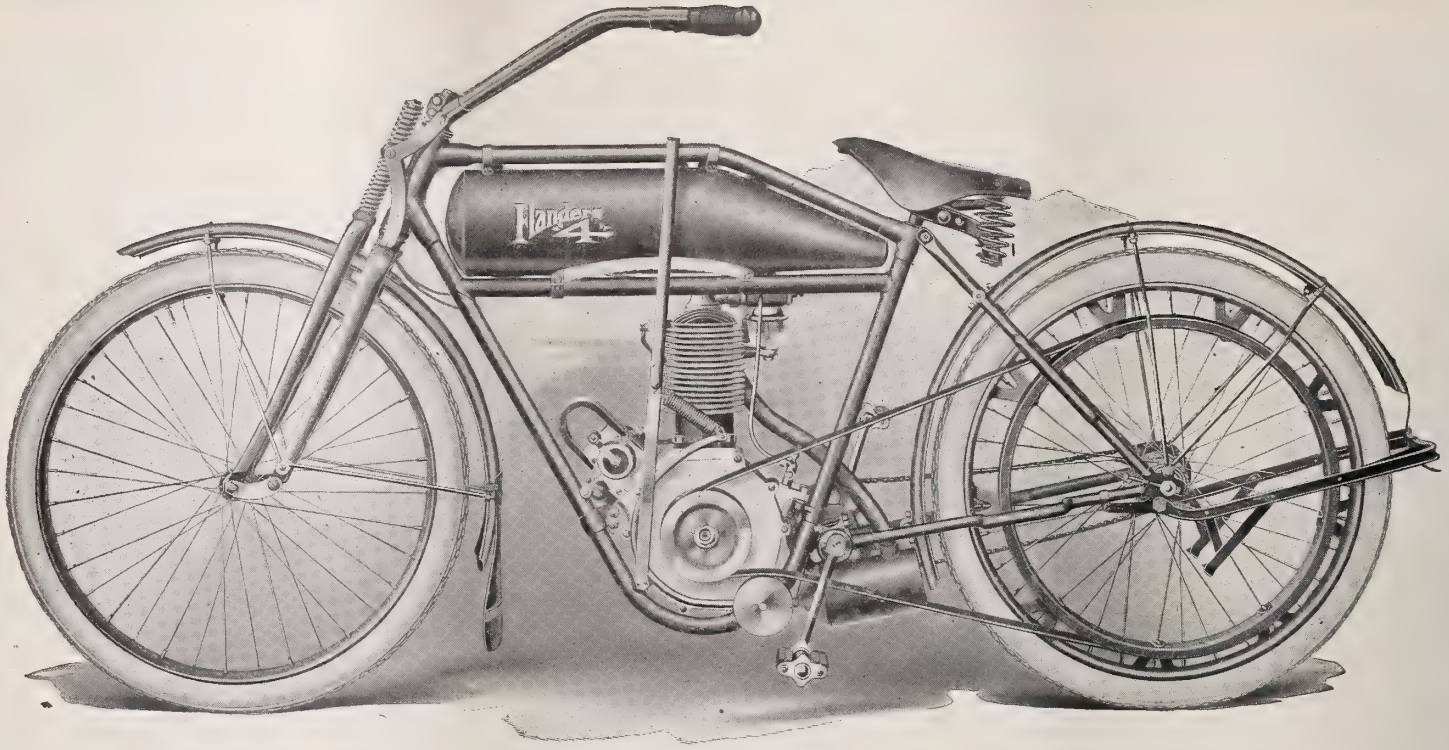
We have supplied the trade with parts since the inception of the industry. Our products have always proven to be dependable and meritorious. That's the reason we still supply motorcycle and bicycle parts to practically all the manufacturers.

THE STANDARD WELDING COMPANY
ELECTRIC WELDING PIONEERS
CLEVELAND

L. F. McCLERNAN
People's Gas Building
CHICAGO

L. F. McCLERNAN
Ford Building
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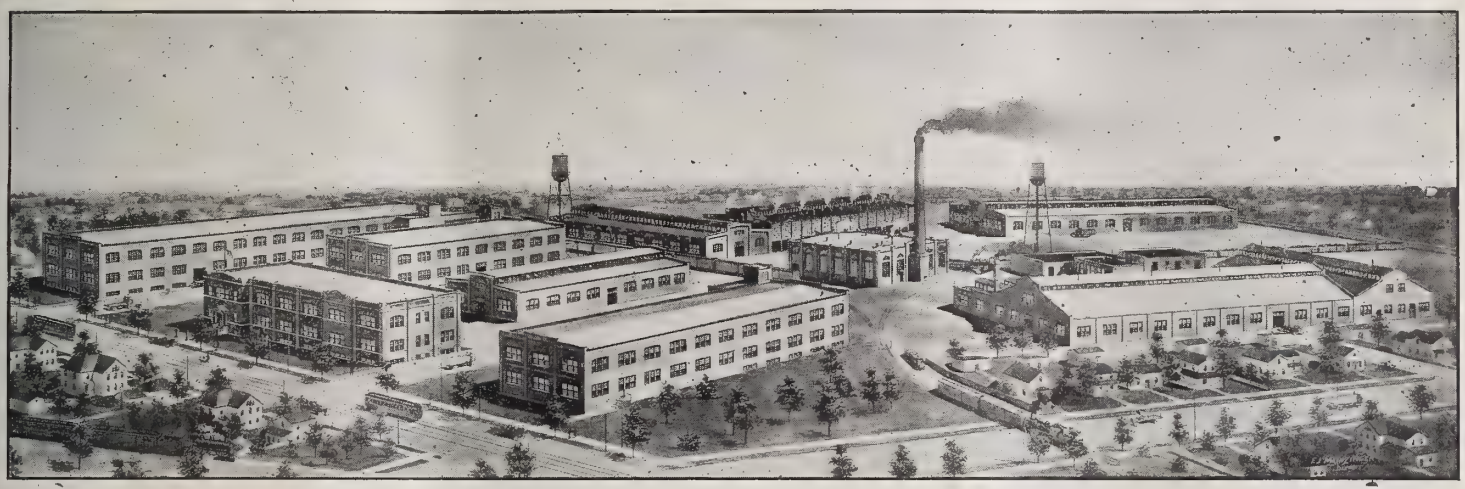
ONE of the big features of the F. A. M. Meet at Buffalo, will be the Flanders "4" exhibit. Dealers cordially invited. We wish to tell you of the selling campaign that's so different.

Flanders "4" $175

FLANDERS MANUFACTURING CO.

Pontiac, Michigan

Largest Motorcycle Plant in the World



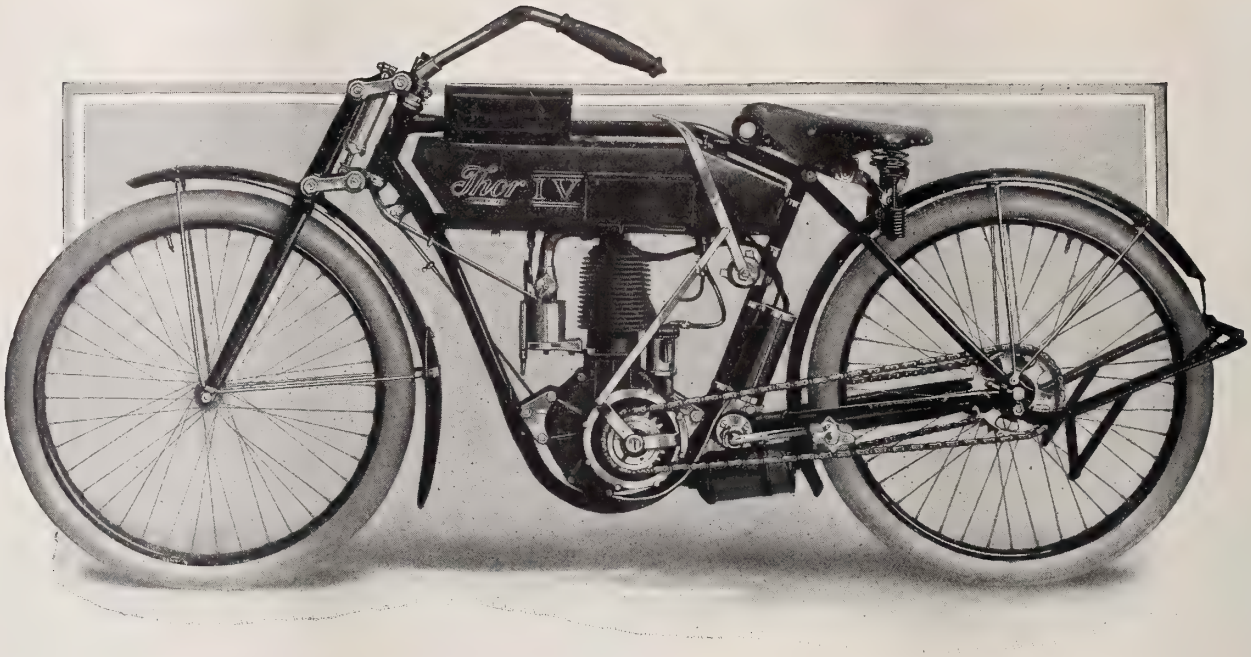
PLANT No. 1

FLANDERS MANUFACTURING CO., Pontiac, Mich.



PLANT No. 2

FLANDERS MANUFACTURING CO., Chelsea, Mich.



For Endurance or Speed

Here is the Greatest Motorcycle in the World

¶ A *Thor* Motorcycle always makes good and generally in the hands of the private owner. There is a reason — quality of material and workmanship.

¶ Some of the recent winnings of the *Thor* were from the best motorcycle riders in the country, but the *Thor* is equal to the test.

Elyria, Ohio, July 1st, 2 firsts.
Toledo, Ohio, July 2d, 3 firsts, 3 seconds.
Ft. Wayne, Ind., July 4th, 3 firsts, defeating 7 H. P. Twins.

¶ Remember this speed work is all done on stock *Thor* motors. The kind every *Thor* rider receives.

¶ Send for the Catalog — it is interesting.

AURORA AUTOMATIC MACHINERY COMPANY, Thor Bldg., Chicago, Ill.

A. FREED, 1441 Market St., San Francisco, Cal., Pacific Coast Distributor.



THE FLYING MERKEL

Celebrates the 4th
(Also the 1st and 2nd)
in Glorious Style. Here Are a Few of the Holiday Winnings. Look 'Em Over—

A Clean Sweep at Toledo, Ohio, July 2nd.

2 mile, 30.50 class, won by Teubner.

5 mile, 50 cu. in. class, won by Teubner on Single cylinder Merkel.

5 mile, 30.50 class, won by Teubner.

10 mile, 50 cu. in. class, won by Teubner on Single.

Teubner also won Time Trials.

A Double Header at Milwaukee, July 1, 1911.

10 mile, 30.50 open, won by Huyck, time, 10:10⅕.

10 mile, 61 open, won by Huyck, time, 9:19⅕.

5 mile, 30.50 open, Huyck second.

10 mile, 30.50 open, Huyck second.

Graves riding against time at the San Bernardino track at San Bernardino, Cal., broke the local track record, riding a mile in 51⅖ seconds.

Three Ists and Three 2nds in Salt Lake City, Utah, July 4th.

5 mile Three Cornered Match, Ward, Flying Merkel, first, Bradbeck, Flying Merkel, second.

5 mile Class B, Ward, Flying Merkel, first, Bradbeck, Flying Merkel, second.

10 mile Open, Ward, Flying Merkel, first, Bradbeck, Flying Merkel, second, and Seymour, Indian, third.

Going Some in Savannah, Ga., July 4th.

Private Owners won by Chester Story, Flying Merkel Stock Twin. Free-for-all 61 class, Chester Story won second place with stock machine, competing against all other makes.

Merkels also win two firsts, two seconds and three thirds.

A Little Hard Luck in Detroit, Mich., July 4th.

1 mile Open 61, won by Teubner, time, 59⅖ seconds.

10 mile, 30.50 class, Teubner second.

30 Minute Race, Teubner second.

In the latter two events Teubner had carbureter trouble in one and got bad start in the other. Teubner also made best mile of the day, namely 51 seconds.

Roping Them in at Denver, Colo., July 4th.

5 mile Match Race, won by Armstrong on Flying Merkel.

5 mile Invitation, won by Armstrong on Flying Merkel.

50 mile Open, Armstrong, Flying Merkel, 3rd.

10 mile Open, Armstrong 3rd.

5 mile Open, Single Cylinder Class, Mitchell, 2nd, Edwards, 3rd, both on The Flying Merkel.

THE MIAMI CYCLE & MFG. CO.

Successors to

Merkel-Light Motor Co.

POTTSTOWN, PENNSYLVANIA

MEMBERS OF M.M.A.

Chicago Branch, 2127 Michigan Avenue
Distributors for Northern California, Geo. A. Faulkner, Oakland
For Southern California, Automotor Equip. Co., Los Angeles

On to Buffalo or

G &

¶From North, South, East and West, a mighty army of the F. A. M., 5000 strong, will advance on Buffalo.

¶And the vast majority of these "faithful" will ride on United States Tires—because four out of every five American motorcyclists will use no other brand.

¶There is mighty good reason why 80% of the riders in this country pin their faith to United States Tires.

¶They have proven by actual experience that the mileage and service they get from United States Tires is so superior to that they receive from ordinary tires that they cannot afford to ride on any other make.

¶They have used them on the speed track, over the country roads, through the Rocky Mountain trails—always with uniform dependability and serviceability under every possible road condition.

UNITED STATES TIRE COMPANY

United States Tires

MORGAN & WRIGHT

¶ Read what Mr. Robertson says of his travels on United States Tires:

HOOVER-WATSON PRINTING COMPANY
INCORPORATED
Printers, Publishers, Photographers, Engravers
Blank Book Makers, Calendars and Advertising Novelties

MARKET AND NEW JERSEY STREETS ‖ BOTH TELEPHONES 1437

INDIANAPOLIS
IND.

June 8, 1911

United States Tire Company

Indianapolis, Ind.

Gentlemen:-

I wish to express my appreciation and advise you of the remarkable wearing quality of the G & J tires I am now using on my twin Indian.

These tires were purchased in January, 1910. The first 500 miles was run over the Rocky Mountain roads of Southern Colorado. Since then, I have run these tires over both city streets and country roads under all conditions of weather to a total of 9,000 miles. These tires have never been removed, either wholly or in part, and we still retain the original air put in when first mounted.

In spite of the hard use given them, the treads of the tires show very little wear ans their general condition bids fair to give another 9,000 miles service.

I am glad to report such a record of service to you and assure you I am "for" the G & J tires.

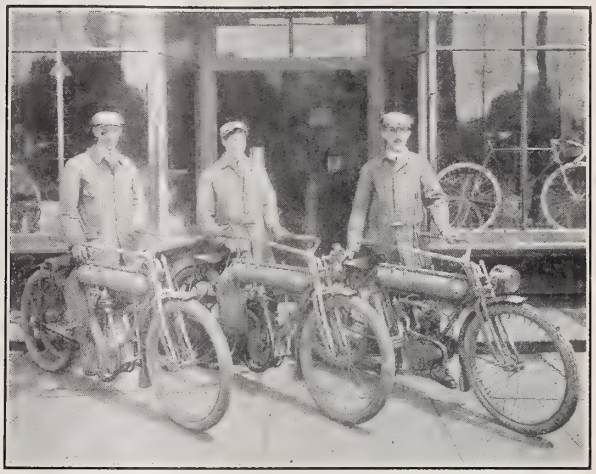
Respectfully,
H. E. Robertson

"9000 miles without a puncture—good for 9000 miles more"

¶ This is the kind of service every motorcyclist hopes to get, and the kind he will get by using United States Tires.

¶ If you want to finish with the leaders in the F.A.M. Tour—unhampered by tire troubles, delays or expense—start right with United States Tires,

The Strongest Tires in the World



CORRECTION

¶ In our ad. in Bicycling World of June 24th, a misstatement was made regarding the winning of the New Jersey Motorcycle Club's 24-hour endurance run on Decoration Day.

THE YALE TEAM WON on UNITED STATES TIRES

¶ Here is the letter they sent us:

S.D. CARR, V. PRESIDENT — A.B. COFFMAN, V. PREST. & SALES MGR. — D.J. WELSH, SEC'Y-TREAS. & GEN'L MGR. — W.C. ALCORN, FACTORY MANAGER

THE CONSOLIDATED MANUFACTURING CO.

YALE MOTOR CYCLES
YALE & SNELL BICYCLES
HUSSEY HANDLE BARS
DROP FORGINGS

TOLEDO, OHIO

CABLE ADDRESS
HIHCO TOLEDO
A B C CODE

June 7, 1911.

United States Tire Co.,

Chicago, Ill.

Gentlemen:-

Attention of Mr. Mason:

Enclosed find copy of telegram advising of the Yale Team winning the New Jersey 24-hour Decoration Day Endurance Contest. These three machines were fitted with one pair of G & J Bailey, one pair G & J Corrugated and one pair of Morgan & Wright Nobby. The boys advise having no tire trouble whatever.

Yours truly,
THE CONSOLIDATED MANUFACTURING CO.

A.B. Coffman
Sales Manager.

Broadway at 58th Street, New York

On to Buffalo on

G & J

¶From North, South, East and West, a mighty army of the F. A. M., 5000 strong, will advance on Buffalo.

¶And the vast majority of these "faithful" will ride on United States Tires—because four out of every five American motorcyclists will use no other brand.

¶There is mighty good reason why 80% of the riders in this country pin their faith to United States Tires.

¶They have proven by actual experience that the mileage and service they get from United States Tires is so superior to that they receive from ordinary tires that they cannot afford to ride on any other make.

¶They have used them on the speed track, over the country roads, through the Rocky Mountain trails—always with uniform dependability and serviceability under every possible road condition.

UNITED STATES TIRE COMPANY, Broadway at 58th Street, New York

United States Tires

MORGAN & WRIGHT

¶Read what Mr. Robertson says of his travels on United States Tires:

HOOVER-WATSON PRINTING COMPANY
INCORPORATED
Printers, Publishers, Photographers, Engravers
Blank Book Makers, Calendars and Advertising Novelties
MARKET AND NEW JERSEY STREETS :: BOTH TELEPHONES 1437

INDIANAPOLIS
IND.

June 8, 1911

United States Tire Company

Indianapolis, Ind.

Gentlemen:-

I wish to express my appreciation and advise you of the remarkable wearing quality of the G & J tires I am now using on my twin Indian.

These tires were purchased in January, 1910. The first 500 miles was run over the Rocky Mountain roads of Southern Colorado. Since then, I have run these tires over both city streets and country roads under all conditions of weather to a total of 9,000 miles. These tires have never been removed, either wholly or in part, and we still retain the original air put in when first mounted.

In spite of the hard use given them, the treads of the tires show very little wear ans their general condition bids fair to give another 9,000 miles service.

I am glad to report such a record of service to you and assure you I am "for" the G & J tires.

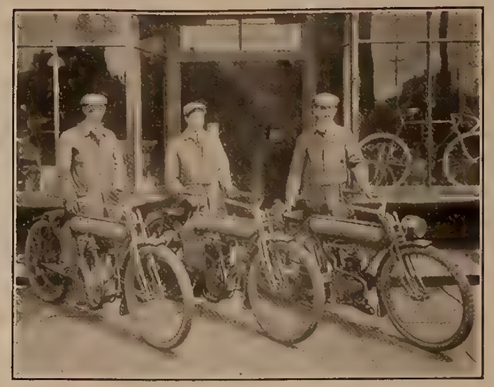
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MUSSEY HANDLE BARS
DROP FORGINGS
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Yours truly,
THE CONSOLIDATED MANUFACTURING CO.

Sales Manager.

It Can't Be Laid to Chance!

Another Sweeping Victory for Goodyear BLUE STREAK Racing Tires

At Buffalo, on June 21, Goodyear Blue Streak Racing Tires won **four** firsts in **four** races, thus furnishing fresh evidence of Goodyear Superiority.

A Superiority **proved beyond** all **controversy** by the **regularity** with which Goodyear Blue Streak Racing Tires have been winning all races in which they entered.

GOODYEAR
Blue Streak Racing Tires

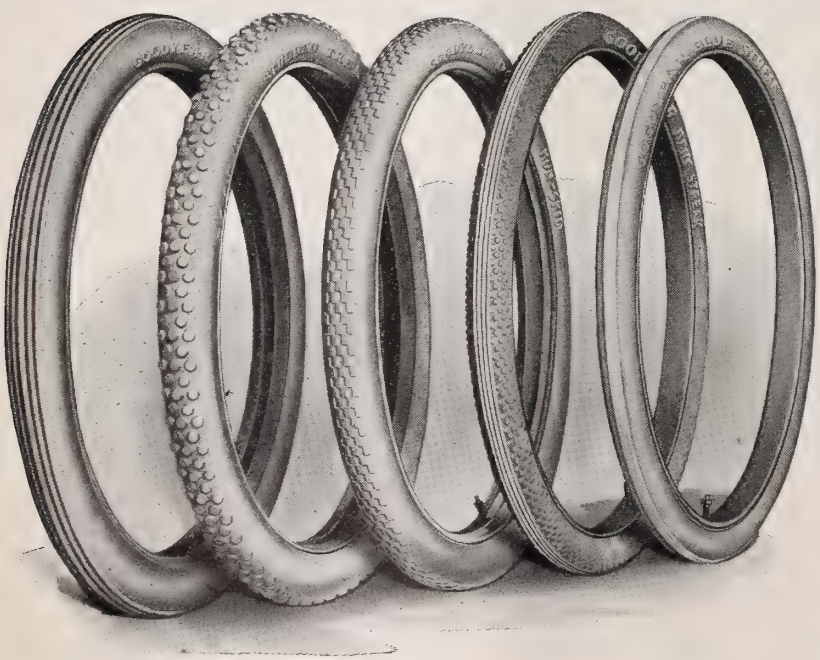
Tires That Win Regularly, Win by Merit, Not by Chance

Goodyear Motorcycle Tires **win** because they are **built** to win. They are designed and built, by the world's greatest Auto-tire experts, to run **faster,** to ride **easier,** and to run **longer—give more service** than any other motorcycle tire in existence.

These experts **knew how** to put this service into the tires because of knowledge gained by over 12 years priceless experience in the perfection of the now famous Goodyear No-Rim-Cut Auto Tire. Our **motorcycle** tires are in reality small **auto** tires specially built for motorcycles.

Tough, Thick Treads for Extra Wear

You get more WEAR out of a Goodyear Motorcycle Tire because the tread is **thicker** and tougher than found on any other tire. We test our tread and the tread of every other make on an **endurance machine.** If ours isn't toughest, doesn't **last longest,** it never reaches the market.



Why Most Resilient

Besides this toughness of tread you also get greatest resiliency; first because only the highest grade of fabric and rubber is used; secondly because Goodyear Tires are larger than most other tires of same rated measurement. And the cushioning effect increases with the size of the air chamber.

Yet with all this Extra Service, you pay nothing extra for it. Goodyear's Tires cost the same as other standard Motorcycle Tires.

Ride One of These Great Tires
A Tire for Every Road Condition

1. Goodyear Corrugated Tread Tires—For the average give-and-take road.

2. Goodyear Studded Tread Tires—The great endurance run tire. Conical shape of studs correctly placed keeps treads clean.

3. Goodyear Non-Skid Tires—For city pavements. Adopted by Chicago police department.

4 and 5. Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

"Tires of Old War Horse" Free

Don't fail to get this interesting and instructive booklet. Send for it at once.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 of the Principal Cities (377) *We Make All Sorts of Rubber Tires*

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, July 8, 1911. No. 16

BOYS IN HIGH FINANCE GAME

Advertise Motorcycle for Sale at Ridiculously Low Price and Do "Land Office" Business.

For selling an imaginary motorcycle through the United States mails to many people all over the country Charles W. Gardner and Lloyd W. Harned, two well-known Bay Shore men, were last Wednesday placed under arrest by the authorities, and, later in the day, arraigned before United States Commissioner Morle, who held them in $1,000 mail for the Federal Grand Jury.

Gardner, who is a clerk in the local post office, is the son of a wealthy feed and grain merchant. He is said to be engaged to a society girl from Brooklyn, and is alleged to have worked conjointly with his chum, Harned, who represented himself as "George Bourne, of Bay Shore, New York," in an advertisement plot inserted in the July number of a magazine.

According to this advertisement, Harned offered for sale for $50 an Indian, 1910, twin magneto, five horsepower, in good condition, used only three months. The machine was to be "sacrificed" on account of a European trip.

Replies of all kinds and from every section in the country began to pour in, after which money orders abounded.

In all, it is estimated that about $300 was cleaned up. Then the sleuths descended on the scene and, after learning that it was always Gardner himself who was delivering "Bourne" his mail, they placed the pair under arrest.

Gardner, it was stated, informed Harned that the latter could collect all the "Bourne" mail, but when the postmaster learned of this the arrest followed.

English Manufacturer Returns Home.

C. A. Church, of the J. H. Phillips Company, manufacturers of bicycle specialties, of Birmingham, England, returned home on the 30th ult., after having spent some time in La Porte, Ind., as the guest of E. J. Lonn, president of the Great Western Manufacturing Company. The latter concern is the United States agent for the Phillips Company, and while here Mr. Church renewed a three year contract with the La Porte establishment.

Peck Retires from Business.

Alonzo D. Peck, one of the veterans of the bicycle trade and sport of 30 years' standing, and who for the past few years has been in business at 223 Columbus avenue, Boston, Mass., has retired on account of ill health. "Lon," as he is affectionately known to many, was one of the "old guard" of bicycle days and was a leading figure among the officials at race meets. He at present is in Maine.

Leaves the Chicago Trails.

The American Cycle Mfg. So., 1108 Michigan avenue, Chicago, Ill., a mail order concern, which some months ago acquired the patent rights to America truss frame bicycles and Hygenia spring forke, and indicated its intention of resurrecting and manufacturing this machine, has disassociated itself from Chicago. It now is located at La Porte, Ind.

Short in Accounts Bought Motorcycles.

Among other things too numerous to mention, 23 motorcycles were turned over to Postmaster Hoyt at Cheyenne, Wyo., recently by Assistant Postmaster Kingham, who is $23,336 short in his accounts.

MOTORCYCLE VALUE RECOGNIZED

Automobile Manufacturers Purchase Several Machines—Tell of Its Advantages City Departments Use Them.

In placing an order for several Detroit motorcycles recently, the officials of the Chalmers Motor Co., manufacturers of the Chalmers automobiles, made the following statement:

"As you know, we are ordering these machines because we think they will be handy and economical for the use of some of our men who have to get about the city a great deal, tracing up raw material and other stock from the depots and express companies; also for some of our inspectors who have to visit plants in outlying districts of the city where material is being prepared for our use."

The inspectors of the Detroit Water Board and the Public Lighting Commission have also been supplied recently with motorcycles.

Young Goes to Grand Central Palace.

James C. Young, secretary-treasurer and general manager of the Madison Square Garden Co., has been elected vice-president and general manager of the company controlling the new Grand Central Palace in New York. He succeeds Marcus Nathan, resigned. Since their inception, Young has been intimately connected with all of the motorcycle shows held in the Garden, and now that that historic building is to be demolished, the transferral of his activities to Grand Central Palace conveys its own significance. It is understood that Young will manage the last shows to be held in the Garden in January.

Signs for F. A. M. Shops.

E. L. Buffington, chairman of the F. A. M. committee on transportation and facilities, announces that the official F. A. M. repair shop signs for dealers will be ready for delivery on the 15th inst. The sign is of handsome design, as the accompanying illustration shows, and is built up of an enlarged F. A. M. emblem. Aside from its ornamental value, the prestige which it will give should make dealers scramble to get one. Like coins, the sign does business on both sides, and is provided with a flange for attaching to a building with screws. The dimensions are 18 x 30 inches, and the



lettering is in blue and white. The finish is enamel, which has good weather wearing qualities. Each sign is packed and boxed, ready for shipment to dealers who already hold F. A. M. repair shop certificates, and to repairmen after they have applied for and filled out the regular application blanks certifying to their desire to be appointed official repairmen. It is believed that the sign not only will be of assistance to tourists, by assuring them of proper service at reasonable rates, but that they also will bring much additional business to dealers. In the near future F. A. M. members will be furnished with a list of all F. A. M. repair shops in the countrty. Applications foh signs should be forwarded with $2 to E. L. Buffington, 32 Tanner street, Providence, R. I.

Hedstrom in New Summer Home.

Oscar Hedstrom, vice-president of the Hendee Mfg. Co., Springfield, Mass., has purchased the Andrews property on Main street, Portland, Conn., and will use it as a summer home. He will move his family there shortly. Portland is situated on the east bank of the Connecticut river, opposite Middletown, and 16 miles south of Hartford. Hedstrom will be no stranger to the locality, for he lived for a time in Middletown in the late nineties and there developed the old Keating motorcycle. His new home is one of the finest residences in Portland, and it is understood that Hedstrom will make some alterations.

The Vacuum Cup Tire.

Every motorcyclist who in his school days used a tick-tack-too on the window of the school room and recalls how the rubber washer of the device gripped the glass when moistened and pressed against it, will ot once grasp the non-skidding

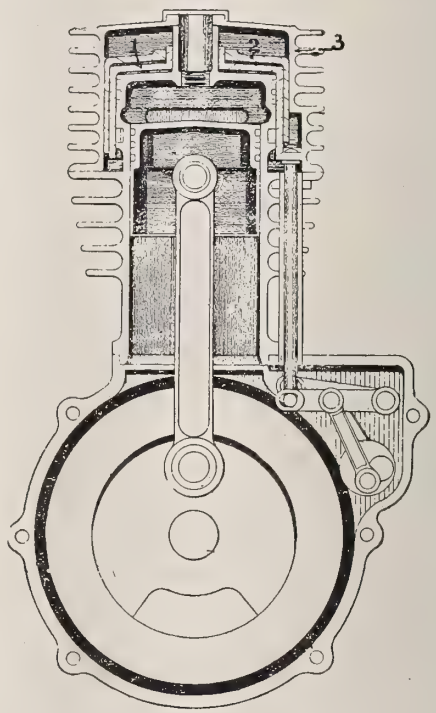


principle of the new vacuum cup tread motorcycle tire which the Pennsylvania Rubber Co., of Jeannette, Pa., is producing. As the accompanying illustration shows, the tread of the tire consists of a series of rubber cups molded in the rubber, and as these cups roll over wet asphalt or clay they are supposed to exert a suction grip on the road which prevents the wheel from skidding. On dry ground there is no suction effect, and it does not affect the forward travel of the tire on any ground, as the revolution of the tire continually releases the cups, the air grip being set up only on a side skid. The motorcycle tire is a miniature replica of the company's automobile tire and the same quality of materials are used in its construction.

A Remarkable New Motor Engine.

A novel and very remarkable type of internal combustion engine has been developed by the Dome Valve Gas Engine Company of London and Birmingham, Eng., in which country it is arousing extensive interest. Its fuel is petrol, petroleum, crude oils, or various grades of gas, working on the four-stroke principle. It is claimed that for motorcycles this engine has striking advantages.

The departure from previous practice is shape of a pair of wide concentric hollow



domes. The domes have horizontal ports and are adapted to slide to and fro perpenfound in the valves, which are made in the dicularly for a short distance over the outside surface of the cylinder head. These domes are the valves working noiselessly in oil by a positive drive, and encased within an oil-containing dome-shaped cover provided with lateral inlet and exhaust ports that are opposite similar ports in the cylinder head. Notwithstanding their very large port area, the dome valves are extremely light in weight and they have the entirely new feature of being automatically balanced by the gas pressure in combination with perfect mechanical balance. The elasticity in power production of the new engine in addition to its wear-resisting qualities is most remarkable; in fact, its suppleness at all speeds and loads rivals the action of the first-class steam engine in a way that no internal combustion motor has before accomplished. The dome engine is extremely economical in fuel and lubricant, and is generally regarded as the most advanced departure in construction since the Otto form of gas engine was invented. The company have had anxious requests for licenses from the British motor industry, but fill orders direct.

A NEW "BREED" MACHINE

Breed Motorcycle Company to "Breed" the "G. W. Breed" Motorcycle—Four Models to be Built.

Tanks in the frame seem to be popular with Detroit motorcycle manufacturers, for now another one, the Breed Mfg. Co., has adopted this construction for the G. H. Breed motorcycle which it is preparing to manufacture. Another striking characteristic of the new machine is the valve-in-the-head single cylinder motor of Waverley "breed" which will be used in all midels.

Incorporated on June 20, 1911, with $100,000 capital, the Breed Mfg. Co. is located at 134 St. Antoine street. Among its stated objects are "to manufacture motorcycles and motorcycle sundries, and also to duplicate any part of any motorcycle made, either domestic or foreign." The concern also will manufacture electrical specialties. The officers of the company are George W. Breed, president; John Ellis, vice-president; E. R. Dumbolton, secretary, and Thomas Wright, treasurer.

Four models will be built, all single cylinders with four or six horsepower motors, and with chain, belt and friction drive. The four horsepower belt model, shown in the accompanying illustration, represents the standard design of the entire line save for the differences mentioned. The four horsepower machine weighs 178 pounds.

Keystone construction is used in the frame design, which is built up of three main members of large tubing one-eighth of an inch thick. The steering head and all tube connections are stampings of steel. High grade material will be used throughout it is said. The fork also is of the company's own "breed" and is of the compound plunger type.

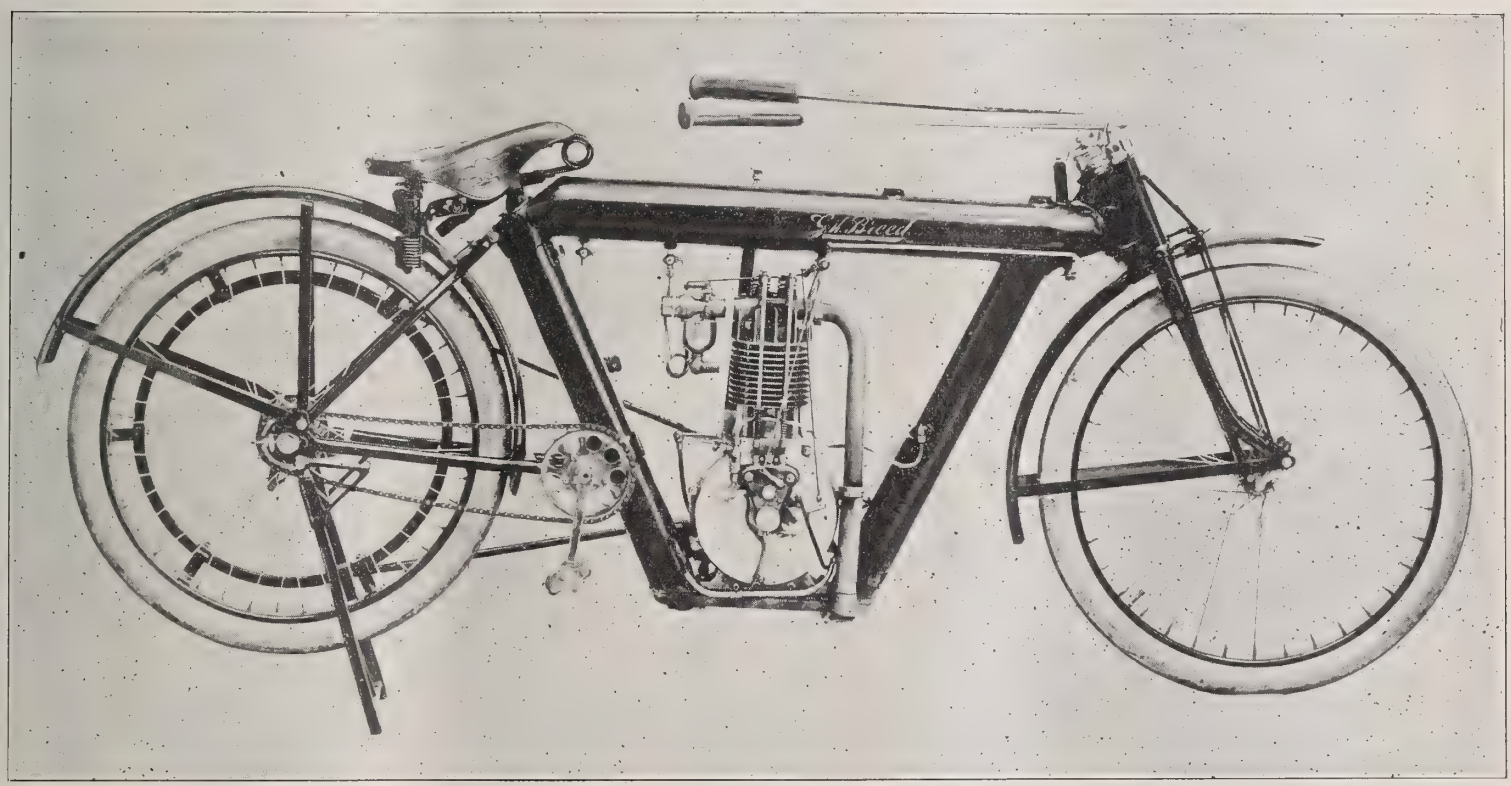
Waverley motors already have demonstrated their ability in racing and the overhead valve construction which is used, has proved highly successful on motor cars and some of the leading English motorcycles. One leading American manufacturer also is experimenting with this construction at present. The bore and stroke of the four horsepower engine is 3¼ by 3½ inches, respectively.

Mixture is furnished by a Schebler carbureter. Another Breed feature is the magneto, which is designed and built in the company's own plant, it being remembered that the concern also specializes on electrical apparatus. A mechanical oil pump on the motor takes care of the lubrication, the oil feeding by gravity from an upper compartment of the forward diagonal tube. Gas passage is facilitated by an extremely short and direct inlet pipe and a short exhaust tube with easy bend. The exhaust chamber is on the forward side of the motor where the cool air strikes first. The muffler is under the motor base and forms a sort of cradle for the motor and also serves as a bridge for uniting the two diagonal frame members.

Gasoline is carried in the top tube, which has an operating radius of 250 miles on one filling. On the battery models the batteries and coil are carried in the rear tube. The standard wheel base is 60 inches, and the wheels are 28 inches, shod with 2½ inch tires. On the belt model the belt is a 1¾ inch flat band. The gasoline capacity is two gallons, and the oil reservoir holds one gallon.

Other standard equipment includes a Corbin band brake, double grip control, idler for free engine, folding rear stand, mudguards and long handlebars. The handlebars are horizontal of flat nosed V form. With battery ignition the four horsepower belt model will list at $225, and with magneto, $250.

There also will be built a special lightweight model using a four horsepower motor. It will have either battery or magneto ignition, chain, belt or friction drive, 58 inch wheelbase, and will weigh 125 pounds.



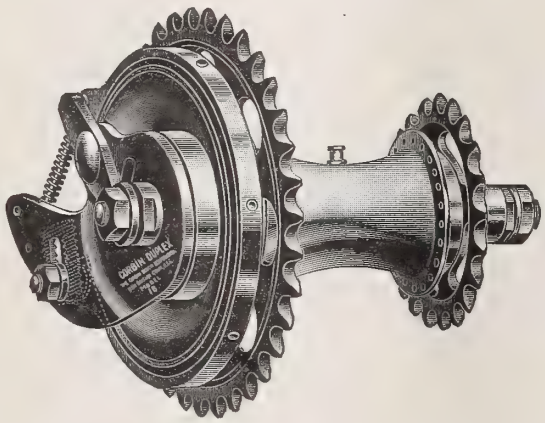
THE PROPOSED "G. W. BREED" SINGLE.

Two Machines Stolen in Oakland.

Motorcycles have become an attraction for thieves in Oakland, Cal., and they are not particular what make machine they "borrow," for inside of a week an Excelsior and a Flying Merkel were stolen. The latter was stolen on May 20th, and is number 3145; double cylinder, 7 h. p., orange color; top bar of frame slightly buckled near the head; 1¼ inch belt; glass bowl carbureter and had a Duck tandem attachment. The Excelsior is number 1333; double cylinder; French gray, with red panel on tank; equipped with Stewart speedometer, 20th Century lamp and Presto tank 1446. George A. Faulkner, of 232 Twelfth street, Oakland, is offering $25 reward for information leading to the recovery of either machine. Dealers should watch for them.

CORBIN

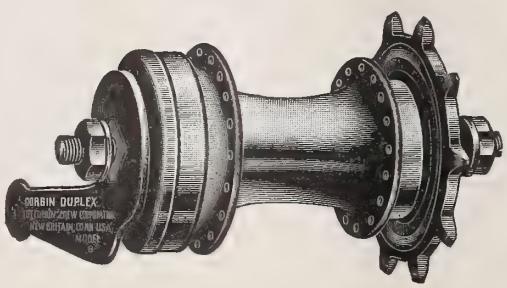
THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.



Corbin V=Band Motorcycle Brake

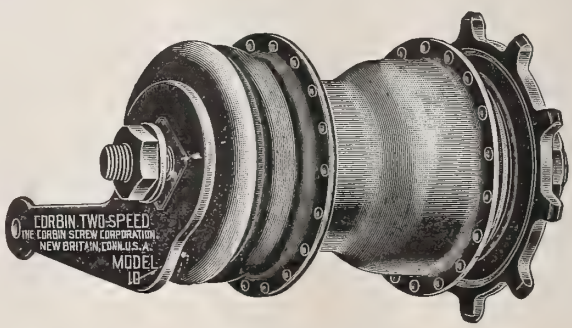
Built on a scale commensurate with the duties of a high speed motorcycle brake.

By the use of a V=shaped drum and a triangular friction band, 50 per cent. more braking surface than on previous models, is obtained, and the flat band is superseded. The releasing mechanism is entirely outside, acting directly on the end of the brake band, making its action easy and reliable. There is no interference with chains. Altogether it is the most effective motorcycle brake on the market.



Corbin Duplex Bicycle Coaster Brake

In every part and function a truly perfect coaster brake.



Corbin Two=Speed Coaster Brake

Giving the cyclist high or low gear at will, together with coasting free wheel and efficient brake.

Corbin Screw Corporation

New Britain, Connecticut

Licensed Coaster Brake Manufacturers

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

PUBLISHED EVERY SATURDAY BY
BICYCLING WORLD COMPANY
154 Nassau Street New York, N. Y.
Joseph Goodman, President. R. G. Betts, Treasurer.
F. W. Roche, Secretary
TELEPHONE, 2652 BEEKMAN

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JULY 8, 1911.

The headquarters of the Bicycling World and Motorcycle Review at Buffalo during the F. A. M. meet will be at the Hotel Stattler.

Who Will it Be?

Serious problems confront the delegates at the F. A. M. convention at Buffalo, not the least of which are the choosing of acceptable and receptive men to succeed the retiring president and the vice-president of the Eastern District. Both of the men who already have been nominated by the districts for these offices, absolutely have declined to serve, and unfortunately there is good reason to believe that their decision is final. Both of the nominees are well qualified to fill the offices for which they have been named and bet ter fitted men will be hard to find indeed.

It is a proven fact that the best men fitted for the administrative offices of the F. A. M. are business men whose training and experience, in their own lines, qualify them to grapple with the problems which confront the organization. Under the excellent business-like administration which the F. A. M. has enjoyed for the past two years it has prospered greatly and with a continuance of such conduct of affairs is destined to show a still more healthy growth.

It is well known that the acceptance of any high office in the F. A. M. entails great personal sacrifices of business and private affairs, and the reigning executives gladly have made the sacrifice. The time now has arrived when it becomes imperative that they retire, either for business or personal reasons, and with the men best qualified to succeed them declining to assume higher responsibilities, it is a crucial moment in the affairs of the organization.

Business men in the trade or professional men at the present time occupy a majority of the executive offices in the F. A. M. and have demonstrated their ability satisfactorily to fill these positions. This should be borne in mind in selecting new men to succeed retiring officers. As yet private individuals never have been elevated to the higher offices in the F. A. M., so that there is no guide by which to weigh the desirability of electing such men.

While there is not the slightest prejudice or objection to the election of a man who is not connected with the trade, to high office in the F. A. M., there is ground for reasonable doubt as to whether such a class are as well fitted to administer the affairs of the organization as is the trade or professional man. If by any combination the delegates are swayed or carried by harangue and elect to the important positions, sensationalists, self-seekers for personal gain, spur-of-the-moment favorites or a tin medal candidate, the F. A. M. will suffer severely.

Private Owners Wrong Promoters.

If the F. A. M. still labors under the delusion that it has the private owner racing man under its thumb, it is due for a great awakening. It may have had the upper hand on him at one time, although this is doubtful, too, but at any rate it no longer can make him toe the mark. Private owners think nothing of signing entry blanks to ride in races and then fail to show up, or, if they do appear, thimble rigging out of having to ride if they feel that way. At least one race meet this past week was nearly "queered" on this account, and it is by no means the first time that such a thing has occurred. Of course, it is up to a promoter who has been fooled in this way to complain to the competition committee and have the offender suspended, but what does that amount to? It is small satisfaction for the promoter, and the average private owner does not care a busted spark plug for suspension, for he makes it plain that he is conferring a great favor on a promoter by agreeing to ride. The private owner does not have to race for a livelihood; he races when the fancy seizes him, and it makes small difference to him if he is barred from racing for a month or so.

The Tourist Trophy Race Here?

There are remote possibilities that the victory of an American machine in the International Tourist Trophy motorcycle road race in the Isle of Man this week may bring the blue ribbon of motorcycling to this country next year. The rules provide that the race may be held either in the United Kingdom of Great Britain or in such other place as may be appointed by the Auto-Cycle Union, and shall be organized by the union or its nominees. The Auto-Cycle Union is the governing body in motorcycle affairs in the United Kingdom in the same manner as the F. A. M. is in this country, and under the rules the A. C. U. is empowered to designate the F. A. M. to organize and conduct the race in this country. It is the first time that a foreign built machine ever has won the trophy, and it brings up the question as to where the race will be held next year. It is safe to say, however, that if the race were held in this country, few of the English riders would come over, and as there are but two American manufacturers in racing, the race would lose much of its pristine glory and deteriorate into a listless runaway. Furthermore, it is doubtful if the race ought to be held over here, for the F. A. M. has yet to demonstrate its ability to run a big motorcycle road race, and it does not seem over anxious to tackle such an undertaking.

Badges shown in the center pages of this issue are souvenirs from pioneer motorcycle and F. A. M. days, to date. The two large rosettes in the upper corners were the awards in the first motorcycle endurance run held in this counttry in 1902. The lower row of badges are commemorative of past annual meets and national endurance run held in this country in 1902. The year's Eastern tour follows in the very footsteps of the Rochester tour of 1906.

Coming Events



July 8, New York City—Meeting of entrants in New York division of Eastern District tour to Buffalo at 2142 Broadway, near 75th street; 8 p. m.

July 8-9, San Diego, Cal.—Motorcycle races at Lakeside track.

July 8-9, Chicago, Ill.—Inaugural meet on Riverview Stadium-Motordrome.

July 9, Baltimore, Md.—Crescent Bicycle Club's annual spring road race.

July 9, New York City—Start of New York Division, Eastern District, F. A. M. tour to Buffalo, from Columbus Circle at 7 a. m.

July 9, Chicago, Ill.—Start of F. A. M. Western District tour to Buffalo.

July 9, Providence, R. I.—Start of F. A. M. Eastern District tour to Buffalo.

July 10-15, Buffalo, N. Y.—Annual national convention and national championship race meet of the Federation of American Motorcyclists.

July 14-15, Fort Erie, Ont.—Buffalo Motorcycle Club's national championship race meet at Fort Erie track.

July 15, Rochester, N. Y.—Rochester Motorcycle Club's race meet at Crittenden Park.

July 16, Long Island City, N. Y.—Long Island Motorcycle Club closed club run on Long Island; 75 miles.

July 17, New York City—Hearing before Municipal Explosives Commission on proposed garage regulations.

July 18-21, Alliance, Ohio—Motorcycle races at Rockhill track.

July 22, Asbury Park, N. J.—Motorcycle races at Asbury Park Athletic Park track.

July 23, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 1-2-3-4—Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories' Association, the National Association of Cycle Jobbers and the Motorcycle Manufacturers' Association.

August 3, Fort Erie, Ont.—Bicycle races at Fort Erie track.

August 6, Detroit, Mich.—Detroit Motorcycle Club's race meet.

August 6, Floral Park, L. I.—New England Wheelmen's first annual Marathon bicycle handicap road race; open.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 4, Canton, O.—Canton Motorcycle Club's race meet.

September 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

September 4, Springfield, Mass.—Springfield Motorcycle Club's race meet at Stadium.

September 4, Springfield, O.—Springfield Motorcycle Club's race meet at Fair Grounds track.

September 4, Newark, N. J.—New Jersey Motorcycle Club's 12 hour endurance run to Atlantic City and return.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

Asbury Park Races Postponed.

Because the F. A. M. meet will draw a majority of the Eastern riders to Buffalo, the weekly motorcycle race meets scheduled on Saturday afternoons at the athletic park, Asbury Park, N. J., will be omitted on the 8th and 15th inst. The next meet will be held on Saturday, 22d inst.

Correspondence

Action Advised to Prevent Accidents.

Editor of the Bicycling World and Motorcycle Review:

Would it not be advisable for those who have such matters in charge, to take some action now, in what undoubtedly is the infancy of motorcycle racing, to reduce the number of accidents caused by bursting tires? According to an account of the races at Chicago on May 28, one rider was killed, another fatally injured, and two others less severely hurt, in an accident caused by a bursting tire, and other such accidents have followed this of a similar nature.

As competition becomes more keen in the effort further to increase speed, the weight and strength of the racing tires will be reduced still further, and accidents become more frequent. Reasoning further, with the greater speed to be expected from motors in the next few years, the injuries resulting from these accidents will be even more serious, and do much harm to the sport of motorcycling.

It would seem that those in authority should take up the subject of regulating the weight, distribution of material, and possibly the fabric of tires used for racing, in order to minimize the number of accidents. Of course were such a rule enforced, records would not be eclipsed so easily as they now are, but injuries to riders and spectators alike would be less.

Such a rule applied also to amateur bicycle races would seemingly have certain advantages, for in addition to decreasing the accidents, it would enable the rider to reach the track over the roads on the same tires that he afterwards would use in the races, and would be apt to largely increase the entries. But the bicycle rules have been established so long that it probably would be difficult to enforce any changes.

FRANK MacMILLAN,
Fort Lee, N. J.

Motorcyclists Affected by New Law.

Motorcycles are subject to many of the provisions of the new automobile law which went into effect in North Dakota on July 1. Machines must be registered and carry numbers, and in case of the sale of a machine the new owners must register. Machines from other States which are registered in their home States are granted temporary exemption from compliance with the Dakota statute. Speed limits are 30 miles an hour in the open country and 10 miles in cities and villages. Eight miles is the maximum speed permitted on crowded streets, intersections and on light bridges. License fees are turned into the county treasuries to be used as a special fund for road maintenance and such fund may not be expended on roads inside villages or towns.

THE FEDERATION OF AMERICAN MOTORCYCLISTS NOW AND IN THE FUTURE

A Discussion of the Organization and Its Work by President Willis and Chairman Estabrook

On the eve of his retirement from the presidency of the F. A. M., F. I. Willis, of Indianapolis, Ind., reviews the growth of the organization and suggests desirable legislation borne of his experience, as follows:

The first meeting of the F. A. M. was held in September, 1903. There were forty-two charter members. The meeting that will be held the 12th of July will call approximately 10,000 members. The F. A. M. could accomplish little without organization and membership. Quality members were desirable, but funds and organization were essential. The F. A. M. have now reached a membership of sufficient proportions that we can prosecute the work from day to day with the desire to do the greatest amount of good to the greatest number of our members.

Racing, which has held the important place in F. A. M. affairs, is, in our opinion, only of primary importance to the greatest number of our members. True, the F. A. M. should continue to take every precaution for the protection of life and limb, as well as impostors in the racing ame and protect our riders to the best advantage.

The greater need, however, is to look after objectionable and obnoxious legislation as well as to insist upon and assist in favorable legislation. For instance, a village in the south passed an ordinance prohibiting the use of a motorcycle in their corporate limits. This, of course, is ridiculous, and the F. A. M. is going to take steps to correct it. Yet other towns may do likewise. The New York State Legisla-ture wanted to put the motorcycle in the automobile class. The F. A. M. was successful in convincing them of their error.

There are tourists who want to go into Canada, and we should have reciprocity with them as to taking machines over the border.

"Good roads" legislation should be looked after, and the F. A. M. would be a power if more closely affiliated with other bodies, and should have this in view.

The new touring clubs to Buffalo promise to be an interesting factor in the coming meet. Tours of both local and national characters should be encouraged by the incoming administration.

The business affairs of the F. A. M. have been promptly and satisfactorily attended to during the past year by the capable secretary and his assistant. However, the growth of the F. A. M. should require a permanent office, with permanent headquarters, managed by a man of Dr. Gibson's capabilities, where all committee correspondence and all correspondence pertaining to the F. A. M. should be directed and handled.

The present constitution and by-laws under which the F. A. M. is operating are ample for the growth of the national body, and the work of the various committees has been handled well during the past year, but with a growth as in the past all committees should be strengthened and encouraged. Heretofore all officers of the F. A. M. have worked without compensation. This year the secretary and the chairman of the Competition Committee have been allowed an incidental expense account for rent and stenographer service. The president and other committee members have served without remuneration, or travelling expenses, or stenographic expenses, their only allowance being a small salary, say $50 a month, to the president to pay the actual expenses connected with the office, which would include travelling expenses.

The chairman of the Membership Committee spends as much time on his work as any other officer. This work should be directed from the secretary's office and at the expense of the national body, but under the direction of the Membership Committee, thus relieving this committee of any of its labors other than the direction of the work.

The F. A. M. is now in a position to deliver to its members value with interest for their membership, and the work will be prosecuted more vigorously than heretofore.

I retire as president with considerable regret, as the work has been a source of pleasure to me, but I owe more time to my present business and the other members of my company, as well as other interests that I have. This makes it necessary for me to retire from the presidency, but as I remain as a member of the Board of Directors I will cheerfully lend any assistance to the incoming administration, as it is my earnest desire to see the F. A. M. continue to grow and prosper as it is doing now.

ESTABROOK OFFERS MANY SUGGESTIONS.

It would be strange indeed if after his ripe experience at the head of the F. A. M. membership committee, Chairman E. M. Estabrook did not have many fruitful suggestions to offer. He gives them herewith:

The question of the future policy of the Federation of American Motorcyclists and the necessary measures to successfully carry out that policy, is a very broad one, and one from which any man might well be excused in hesitating before going into it deeply.

The F. A. M. has been moving along merrily, contentedly and successfully for some time past, and the writer has not been brooding greatly over the shortcomings or mismanagement—which some think so apparent—and hence I have no suggestions to make in the way of any drastic measures of reform. I am aware that from certain quarters the brazen note of discord and the charge of profligate expenditures could be unloosened, and that we could be charged with failure to fight every fancied or actual wrong our several members have encountered, and that we fail to furnish our members with carefully prepared road maps of the several states, districts, etc.

On the first count, thanks to our liberal policy, the F. A. M. has emerged from a fool plaything into a respectable, orderly and organized body of several thousand members, and has spent only what was absolutely necessary to build up the organization and place it upon a firm footing. The reports of the several officers and chairmen of the various committees will prove this statement.

On the other two counts, we have to acknowledge that we have failed, and for the reason that we have not spent enough money, not because we have not wanted to, for it is really necessary, but for the very good reason that we have not had it to spend. With the necessary funds, there would be prompt results along these lines. When all is said and done, the F. A. M. cannot be run as it should be; giving members touring maps of the various sections; legal protection; discounts at hotels, and fight for god macadamized roads, for one dollar per year. As a matter of fact the dues are too small, and the organization has not been on its feet long enough to accumulate a fund for maps, legal action, etc., after the actual running expenses have been met. It should be remembered that the national organization only gets 75 per cent. of the receipts to work with.

In this connection, one of the first suggestions that I would make, would be the discontinuance of the present rebates of 25 per cent. to the several districts and have the full amount of the dues go to the national organization, for use by that body properly to carry on the work. The activities of the various districts would by no means be hampered through this action, but on the contrary would be greatly helped and assured. What would be the efficiency of an army, if every officer from lieutenant to general had equal authority and resources, and worked or refused, at will.

I have long been of the opinion that we are at the present time, and under present conditions, getting all we could reasonably expect from the F. A. M. Taking into account the receipts of any year, we would not have sufficient funds to pay the salary of a man sufficiently capable to outline and carry out the policy which would place the F. A. M. on an advanced business basis. All we can count on now is what individuals will give up in labor, drudgery, headwork and time—which is the same thing as money, if rightly directed. But the trouble is to find the men who are capable, and at the same time willing and unselfish enough to give a part of their already crowded time for this work. Some of us may be, no doubt, accredited with selfish motives, and, perhaps, reasonably so, while those who "give up" much, with no prospect of any particular return, are very scattering, and the exception rather than the rule. It takes money and, at least, a prospect of income, to organize and manage properly any organization, and the F. A. M. neither has the money nor the prospect—being backed at the present time largely by sentiment alone. All we can count on now is the secretary—and naturally he only so long as we pay his well earned salary. Does any one know of a man who wants the secretary's job, or the president's, or mine? He can have them all right. The president's job is dead easy—all he has to do is to find capable men who will give several hours a day to the F. A. M. without price—but if he fails, the blamed thing will go backwards faster than a seven horsepower Indian will go forward under DeRosier in a world's record trial on the Los Angeles "piepan."

I would like to have the experiment tried of having a national vice-president in addition to the district vice-presidents and, tentatively, his duties would be the dissemination of the national policy and an active participation in its accomplishment. In other words, he should instruct and assist new officers and keep in constant touch with district vice-presidents and the heads of the various committees. He should assist these officers and advise with them, thus taking the burden of petty detail from the shoulders of the president.

I believe the work of mapping the country can be commenced during the coming year and would suggest the following plan: The standing committee having the work in charge should first decide upon a standard form of state map and determine its range of information; likewise its probable cost, approximately. One or more states should be mapped yearly, and the resident members of each state secure a copy of the map free, while outside residents should pay the cost price, plus a small profit, which should go toward the work of organization. The states in each district to be mapped first should be determined by the number of members on a given date each year; the state having the largest number on this date, should be selected for that year's map. After all the states have been mapped, copies should be supplied to members at cost.

I also favor striking out the words "and hotels" from the Tours and Hotels Committee, and should have them in charge and do the headwork long in advance of the tour itself. When we can afford it, we should send a well posted good roads man to all principal good roads conventions, and make public his report.

The press committee should be a motorcycle writer and rider as well, and act as reporter for the F. A. M., securing news from well known sources and furnishing it first to the motorcycle papers. This would make each motorcycle paper an official organ—possibly. At any rate the right kind of news served properly would likely meet with a favorable reception.

I would suggest that repair shop discounts to members be discontinued, but would issue in their place substantial and uniform F. A. M. repair shop signs to such dealers and repairers as would subscribe to the requirements, simply upon payment of the cost of the sign.

I favor the reapportionment of F. A. M. districts; having six or more instead of four, because, in the first place, the present districts are not evenly proportioned. Then, just as two heads are always better than one, how much better six would be instead of four, with six evenly divided districts with six capable men at their head who could properly systematize and organize their work. To-day, for instance, the western and southern districts are entirely too large, cover too many states and load the vice-presidents of those districts down with too much work—far more than they can properly handle. If this work was to be done properly, with the present large territory, it would require men to give their entire time to it, and even then they would not have a minute to spare.

I favor the investigation by the president of some form of accident insurance to be offered to members at cost.

I favor a racing circuit from a publicity point of view, but do not know of its merits or demerits otherwise; and I also endorse a generous publicity policy, as best for all concerned, and an active campaign for the recruiting of members.

When we have elected men to our important offices and committees, and they have read up on Doctor Cook at the North Pole, Puck, and several chapters of Genesis, etc., in order to secure a clue as to what the F. A. M. is and what it gives for a dollar—less 25 per cent. sent to the districts—and they have thus got a good line on what is expected of them, finally finding that they have neither the time nor inclination to sit up nights and lick postage stamps—what are we going to do about it? What's the remedy?

Lastly, I desire to take this opportunity to state a fact that is generally well known, and that is that I would positively not accept any elective office in the gift of the F. A. M.

GOOD RACING ASSURED FOR FRIDAY AND SATURDAY

Sixteen events, including three national championships, the one and ten mile and one hour, respectively, compose the racing program for the ninth annual F. A. M. meet. The special trophies which will be competed for are the $250 Bosch cup donated by the Bosch Magneto Co., and the $150 cup given by the Standard Welding Co. The Bosch trophy will go to the rider winning the greatest number of points in the three championships, which will be scored on a point basis, and the Standard Welding trophy goes to the winner of the 25 mile race for belt driven machines. All of the championship races will be run with rolling starts in order that there may be no flukes or "misfires." The total prize value, including the trophies, is nearly $1,500, the largest amount ever set aside for a national race meet. The races will be held on the Fort Erie mile dirt track, which is located on the Canadian side of the Niagara river and a few miles from Buffalo. Good transportation facilities by boat and trolley are said to be available. There will be no professional championships, due to lack of interest in them. The full program is as follows:

Friday, July 14th.

Five mile novice, private owners, stock machines, 30½ cubic inch limit. Prize values: First, $35; second, $10; third, $5.

Five mile open, trade riders, stripped stock machines, 54 cubic inch limit. Prize values: First, $35; second, $20; third, $10.

Ten mile, national amateur championship, free-for-all, 61 cubic inch limit, rolling start. Prizes: First, second, third medals.

Fifteen mile, professional, free-for-all, 61 cubic inch limit. Prizes: First, $35; second, $20; third, $10; gold coin.

Ten mile open, trade riders, 30½ cubic inch limit. Prize values; First, $35; second, $20; third, $10.

One mile, national amateur championship, free-for-all, 61 cubic inch limit, rolling start. Prizes: First, second, third medals.



A SUNDAY AFTERNOON SCENE IN DELAWARE PARK, BUFFALO.

Fifteen miles, belt drive machines, 61 cubic inch limit. Prize values: First, $35; second, $20; third, $10.

Twenty-five mile professional, free-for-all, 61 inch limit. Prizes: First, $50; second, $30; third, $20; gold coin.

Saturday, July 15th.

Ten mile open, trade riders, stripped stock machines, 61 cubic inch limit. Prize values: First, $35; second, $20; third, $10.

Twenty-five mile special, trade drivers, belt drive machines, 61 cubic inch limit. Prize values: First, $150 Standard Welding cup; second, $35; third, $20.

One hour, national amateur championship, free-for-all, 61 cubic inch limit, rolling start. Prizes: First, second, third medals.

Fifteen mile professional, free-for-all, 61 cubic inch limit. Prizes: First, $35; second, $20; third, $10; gold coin.

Ten mile open, trade riders, 61 cubic inch limit. Prize values: First, $30; second, $20; third, $10.

Five mile, private owners, stock machines, 30½ cubic inch limit. Prize values: First, $35; second, $20; third, $10.

Ten mile, professional, free-for-all, 61 cubic inch limit. Prizes: First, $30; second, $20; third, $10; gold coin.

Unknown distance, trade riders, 61 cubic inch limit. Prize values: First, $35; second, $20; third, $10.

SEVERAL CLUBS AFFILIATE AND MORE TO COME.

Nine more affiliated clubs are reported by Chairman Estabrook of the F. A. M. membership committee as he finishes the bell lap of his official year. The new clubs are as follows: No. 156, Pittsburg Motorcycle Club, Pittsburg, Pa., 33 men; No. 157, Pontiac Motorcycle Club, Pontiac, Mich., 16 men; No. 158, Wichita Motorcycle Club, Wichita, Kan., 18 men; No. 159, Suburban Motorcycle Club, La Grange, Ill., 16 men; No. 160, Marshalltown Motorcycle Club, Marshalltown, Ia., 12 men; No. 161, Valley Motorcycle Club, Rocky Ford, Col.; No. 162, Fresno Motorcycle Club, Fresno, Cal., 35 men; No. 163, Butler Motorcycle Club, Butler, Pa., 19 men; No. 164, La Crosse Motorcycle Club, La Crosse, Wis., 17 men. Twenty clubs affiliated during June.

Carter & Stockwell, dealers, of Lawrence, Kan., swear by the shades of Quantrell that they will plant an F. A. M. club in that town soon.

If Emery E. Egge, of Birmingham, Ala., can bring it about, that city is to have an F. A. M. club soon. Just now Egge is egging the riders on to take the step.

When the visitors to Buffalo gallivant over to Niagara Falls to see the Niagara river doing the endless chain stunt over a 165 foot slide, they are apt to be welcomed by the Niagara Falls Motorcycle Club. At present the club is in embryo, but W. J. Coleman and a few friends are working overtime to make it a reality.

The club forming epidemic has reached Gloversville, N. Y., too. R. D. Boyd is sprinkling the energy powder.

For his large part in harvesting the Butler, Pa., Motorcycle Club on a 100 per cent. basis, George T. Ralston is extended a vote of thanks by the chairman.

Although Butte, Mont., is in the belt where the good old fashioned winters still are in vogue, the Arcticity of the last coal season did not freeze the Butte Motorcycle Club.

Prospective F. A. M. clubs are now undergoing construction in the get busy shops of F. F. Kuhl, Beatirce, Neb., and S. E. Trueblood, Casselton, North Dakota.

When in Middleboro, Mass., tourists now will be welcome at the Middleboro Motorcycle Club, which has been formed with 18 members and a lot more in prospect. The officers are C. A. Sherman, president; John Harrington, vice-president; Carl Anderson, secretary-treasurer; Sven Hokanson, captain; Glen Perkins, first lieutenant; Edward Darney, second lieutenant. The club held its first meetings at the garage of C. A. Sherman, but now has quarters on Station street, together with storage facilities. The outlook is good for affiliation soon. Incidentally Middleboro is the town where they erect nice polite signs on the fringes requesting motorists to go slow through the town. And this politeness works fine, too.

Following the fashion set by many of its brother organizations, the Illinois Valley Motorcycle Club of La Salle, Ill., has taken out incorporation papers. Charles Sweger is the president.

THE FIRST MOTORCYCLE CLUB



THE ALPHA MOTORCYCLE CLUB OF BROOKLYN-NEW YORK, ORGANIZED IN 1901. THE HEADQUARTERS WERE AT THE OLD QUARTERS OF THE KINGS COUNTY WHEELMEN AT GRANT SQUARE.

The First Call for an Organization

New York, Aug. 3, 1903.

To All Motorcyclists:

Believing that the time has come when the interests of motorcycling and motorcyclists require and will be served by national organization, the undersigned, speaking for their respective clubs, earnestly urge your attendance at a meeting for the purpose, to be held on Monday, September 7, 10 o'clock a. m., at the Kings County Wheelmen's club house, 33 Grant Square, Brooklyn, N. Y. We have in preparation a program of sport and entertainment covering that date and the preceding Saturday and Sunday, and hope you will arrange to be with us on those days also.

Apart from the promotion of goodfellowship which comes of our community of interest, there is much work that can be performed by a national organization. The peculiar character of the motor bicycle has left its status open to various definitions, and as a result in many States, notably New York, New Jersey and Massachusetts, the laws applying to big motor cars are brought to bear on motorcycles with oppressive force. It is damnable, in a republican country in which all men are supposed to be free and equal, that among other things one class of citizens should be singled out for special taxation—should be required to pay for the use of the public roads and to carry a brand or tag attesting such discrimination. It is damnable that this class of citizens cannot freely pass from one State into another without fear of arrest because of such laws. To combat such measures, to insist that the highways are free to all alike, and that the right to use them is irrevocable, is one of the objects to be served by organization. It is an object that should appeal to every motorcyclist with red blood in his veins.

If not the control of motorcycle racing, then representation in its control and classification and insistence that "freak" or impractical machines of abnormal power shall not be used or be recognized as standards of motorcycle speed are ends to be served.

The selection and designation of a chain of repair and supply stations, where intelligent and reasonable service may be obtained, the obtaining of more favorable railway and steamboat charges, the promotion of meets, tours and other events designed to advance the interests of motorcycling and the furtherance of the good roads movement are among the puprposes in view.

Organizations that might have defended or otherwise aided our interests have shown no disposition to do so. We must, therefore, organize and help ourselves. The meeting on September 7 will be more or less historic. It will be worth some effort and self-sacrifice to be in attendance. We desire your support and membership, at least, but your assurance that you will be present on the occasion will be doubly welcome, and will enable us to obtain reduced railroad fares and otherwise better shape our preparations and to keep you informed thereof. Will you be with us? Your reply addressed to the chairman will be appreciated.

Fraternally,

R. G. Betts, Chairman, P. O. Box 649, New York; E. L. Ferguson, F. A. Roy, New York Motorcycle Club; Chas. L. Simms, Edw. W. Wyatt, D. R. Thompson, Alpha Motorcycle Club.

Long Island Club Wakes Up.

Arthur Klages' six months suspension having expired, the Long Island Motorcycle Club, of Long Island City, N. Y., is coming to life again. Klages is a very large portion of the club, and while he was out of commission the club curled up and took an Alaskan snooze. On Sunday, 16th inst., it plans to hold a 75-mile closed club run on Long Island. The run will include a hill climb, brake test, secret controls and all the fixin's, and prizes will be given for the 10 highest scores. The prizes will consist of accessories. The club has taken new quarters in Taft's motor supply store in Queensboro Bridge Plaza. S. T. Kellogg has been designated as a delegate from the club to the F. A. M. convention at Buffalo. Klages states that he is going to keep on the right side of the F. A. M. competition rules hereafter, as he does not consider six months suspensions very palatable. Klages, Kellogg, Otto Jeck and Fred Weissman have been appointed the Queens County flying squadron of motorcycle deputy sheriffs, presumably to assist in apprehending speed merchants. It is but reasonable to suppose that members of the flying squadron will look the other way, or become busily engaged in dusting their machines when they perceive riders of the same make as their own melting the roads.



On the Way to Buffalo.

CONSTANT AND GUTERMAN WIN

Entered Riders Failing to Appear Mar Opening of Asbury Track—"T. T." Constant Has a Spill.

New York and Brooklyn riders in the persons of L. H. Guterman and J. U. Constant, respectively, raked in pretty nearly every race on the program, at the opening motorcycle meet of the Metropolitan Velodrome Co., at the athletic park one-third mile track, Arbury Park, N. J., on the 4th inst. Guterman gathered both of the cash races in Erie railroad time, and Constant took a brace of trade rider victories, in addition to a hoopla daredevil dive over the bank on the top turn in the last race. He escaped with scratches, but the machine was badly twisted in front.

Of the half dozen speed balls whech were fired, the 10 mile trade handicap was by far the best race of the day. Constant was on scratch, Epstein had five seconds and James ten seconds. All rode Indians. Epstein stalled 100 yards from the start and lost a lap before be got going again. James took the lead at the get away but Constant was in front the first time around. He gradually drew away from James and in the seventh lap was at the Newarker's rear wheel and trying to register a lap on him. James staved Constant off until the next lap when the Brooklynite went by, amid great cheers afrom the crowd.

Although the riders were teaming to make the race interesting, their tactics delighted the crowd, who enjoyed the seesawing and neck and neck riding. In the tenth lap James passed Constant again and seemed about to recover some of his lost ground. There was snappy riding until the 23d lap, when Constant really opened up and ran away from James, beating him by nearly three-quarters of a lap. Epstein was lapped several times.

Guterman and Wennstroem opened the meet with a five mile "song and dance," in which each took turns at letting the other run up a lead and then pulled him down. Guterman won by three-quarters of a lap.

The 25 mile professional was cut to 15 miles on the representation that the oil tanks of the machines were not of sufficient capacity to carry enough oil for a longer distance. This was true, as later events proved, but the crowd greeted the reduction with jeers. Again the Harlem professionals were the only starters, and were sent away twice, Guterman stalling on the first start. Guterman held the turns better than Wennstroem, who ran on the edge of the top turn several times and almost went over.

In the fourth lap Wennstroem's chain jumped the sprocket and he lost eight laps before he got going again. It was not until he had ridden several laps that Guterman discovered that he was riding alone and then his surprise was ludicrous. At 10 miles he had a lead of almost three miles. Guterman stopped for oil in the 11th lap and Wennstroem regained a little over two of his lost laps. In the 41st lap Wennstroem's chain came off again and he lost another lap. Guterman won by seven laps.

Superior knowledge of the track enabled C. J. Hendrickson, a local rider on an Excelsior, to pound out an easy victory in the novice. He circled the track much faster than the others and held the turns better. Hendrickson won by one-third of a lap and Epstein was second. Another exciting race occurred in the five mile trade riders event, between Constant and James, who teamed again and rode several neck and neck spurts. Constant won by 50 yards.

In the last race, an unlimited pursuit, Constant gave Epstein half a lap. Going into the far side of the top turn the first time around, Constant's wheel wobbled, and before he could straighten out he was over the bank in a headlong dive, while the crowd, unused to such sensations, held its breath and shuddered. He was up in a few seconds and waved his arms to the stand as a signal that he was unhurt. Then he sat down to recover his lost wind. The crowd broke pell mell across the field to the scene of the accident and many willing hands brought the disabled machine back to quarters. The race was awarded to Epstein.

One thing was conclusively demonstrated and that was that it would be criminal to allow machines of greater than 30½ inches displacement on the track. In fact the 30½ machines are altogether too fast for the track and at no time could be let out to their limit. Some of the riders had great difficulty in getting around the turns without running off, and at times they fairly crawled around. The track is narrow and four riders, if not three, is the limit at one time, safety considered. About 600 people were present and enjoyed the racing keenly, although the contestants were restricted to about 10, some who had signed blanks failing to show up, and others who had been considered safe prospects also absenting themselves.

The prizes were really of good quality and full value, and nearly all of them went to the New York delegation. The best time of the day was made in the novice, when Hendrickson, the winner, averaged 1:27 per mile. This was due to the fact that he rode all the way as fast as he could negotiate the track, while the visitors with faster machines teamed it to make things exciting, and this of course brought down their average. The races were so exciting that even the empty trains running past the track stopped to watch the doings. J. H. Valentine, who broke in as a motorcycle referee, did not have anything serious to worry about, as the contestants were on their good behavior. Summary:

Five mile open, professional—Won by L. H. Guterman (Indian); second, R. T. Wennstroem (Indian). Time, 8:01⅖.

Three mile novice—Won by C. J. Hendrickson (Excelsior); second, D. Epstein (Indian); third, C. Koehler (Indian). Time, 4:20.

Five mile open, trade riders—Won by J. U. Constant (Indian); second, W. H. James (Indian); third, W. Major (Excelsior). Time, 7:54.

Fifteen mile open, professional—Won by L. H. Guterman (Indian); second, R. T. Wennstroem (Indian). Time, 26:48.

Ten mile handicap, trade riders—Won by J. U. Constant (Indian), (scratch); second, W. James (Indian), (5 seconds); third, D. Epstein (Indian), (10 seconds). Time, 16:52.

Unlimited pursuit, trade riders—Awarded to D. Epstein (Indian). Constant (Indian), fell in first lap and smashed machine.

Interesting Racing at Savannah.

Thirty-five hundred people watched the motorcycle races held under the auspices of the Savannah Motorcycle Club on July 4th. Chester Story and R. H. Lumbard rode 137 miles, over country roads, from Augusta, Ga., to ride in the events, and they were well repaid, for they captured two first prizes and several seconds and thirds. Story rode a Merkel and Lumbard a Thor. In the first race of the day, a 10 mile for single fours, belt and chain drive in separate heats, L. Bennett, riding an Excelsior, in the second lap, misjudged one of the bank turns, and before he could shut off, the machine went over the embankment with Bennett under it. Fortunately he was not seriously injured. Summaries:

Ten mile, for singles—Won by R. H. Lumbard (Thor); second, S. S. Ellis (Excelsior); third, A. M. Lubs (Excelsior). Time, 13:54.

Ten mile, belt drive—Won by S. S. Ellis (Excelsior); second, W. C. Thompson (Indian); third, C. L. Wares (Harley-Davidson). Time, 21:52.

Sixteen and a half mile, free-for-all, singles—Won by J. E. Mosher (Indian); second, George Cleary (Thor); third, W. H Williams (Thor). Time, 21:30.

Sixteen mile, for twins, over 4 h. p. and under 7. First heat for belt drives—Won by C. Storey (Merkel); second, F. I. Gibson (Merkel); third, A. V. McGuire (Merkel). Time, 20:19. Chain division—Won by W. Butler (Indian); second, D. Schiwalle (Indian), third, O. W. Stacey (Indian). Time, 20:28.

Sixteen and a half mile, for twins, over 4 h. p. and under 7—Won by J. E. Mosher (Indian); second, C. Storey (Merkel); third, A. V. McGuire. Time, 19:16.

Speeding Machine After Its Kind.

The county commissioners of Ogden, Utah, have purchased a motorcycle for the use of the sheriff's department. It will be used for emergency work and patrolling the Ogden canyon boulevard for speeders.

BIG YANKEE VICTORY IN T. T.

American Machines Finish One, Two, Three—De Rosier Had Mechanical Trouble—Collier Disqualified.

Hitting the bullseye three times in succession, an American motorcycle, the Indian, scored one of the most brilliant victories of its history by finishing one, two, three, in the senior international Tourist Trophy motorcycle road race on the Isle of Man, Great Britain, on Monday, 3d inst. Oliver C. Godfrey, a young free-lance who has ridden Indians and other makes



THE TOURIST TROPHY.

to victory in many track and road events, rode the winning machine, clipping off the 187½ miles of mountainous and crooked road in 3:57:00, an average of 47.46 miles an hour. C. R. Collier, last year's winner, and the favorite, who rode a Matchless-JAP, finished second, but was disqualified. C. B. Franklin, on an Indian, was third, and A. J. Moorhouse, Indian, fourth. Less than two minutes elapsed between the arrival of the first three men. H. A. Collier, Matchless-JAP, brother of C. R., and himself a previous winner of the classic, finished fifth, and Hugh Mason, Matchless-JAP, was sixth. All of these who finished after C. R. Collier, moved up one place through his disqualification, giving the Indian the first three places. Jacob De Rosier, the only American rider in the race, and one who generally was expected to make the best showing of any of the Indian riders, finished twelfth and was disqualified. De Rosier led for the first lap, but had mechanical trouble and also afterward sustained a fall. Outside assistance, which was given him in his time of trouble, caused his disqualification. There were no serious accidents, but the elimination toll was large, only 28 of the 60 odd starters finishing. All of the five Indian riders finished, J. R. Alexander, the last Indian rider to finish, arriving 20th. His low position also was due to a fall. The race also was another sweeping triumph for the Bosch magneto, which was fitted to the first 25 machines. Bosch also scored in the junior Tourist Trophy race, which was run over the same course on June 30, and was for lightweight machines. Of the 22 survivors, 20 were Bosch equipped, including the first 16. Godfrey's average was about four miles under that of Collier, last year's winner, but the course was much harder. He is a young bundle of high-tension wires, weighing about 106 pounds and is regarded as one of the best English riders. Godfrey made his reputation on second rate machines, which he brought in as winners after other riders had been unable to do anything worth while on them.

When the sun goes down on Brooklands track at Weymouth, England, on Saturday, 15th inst., the question of supremacy between Jake DeRosier, the best of America, and C. R. Collier, the best of England, will be decided. The two famous cracks will meet on that day in a series of three matches for a purse of $650. The heats will be at 5½, 13½ and 27 miles, respectively, and the best two will decide the winner of the match. The track is approximately 2¾ miles to the lap, so that the odd distances represent 2, 5 and 10 laps. They will use 61 cubic inch machines, DeRosier riding an Indian, of course, and Collier a Matchless-JAP.

The Right Step at the Right Time.

Instead of waiting until something happened which would bring about the passage of such ordinances the Omaha (Neb.) Motorcycle Club in its wisdom has taken time by the forelock and has asked the City Council to enact an ordinance requiring all motorcycles operated in the city to carry mufflers, to keep the cut-outs closed and to carry lights after dark. It is the sentiment of the club that open mufflers and flitting about in the dark without lights does not increase the popularity of motorcycles.

Adee Completes Seventeenth Trip.

After a splendid vacation abroad Alvah Augustus Adee, Second Assistant Secretary of State, returned on the La Touraine on the Fourth, from his seventeenth bicycle trip through Europe. Mr. Adee started April 19 and when he arrived on the big liner he still had with him the wheel on which he said he had covered 2,000 miles. According to the cycling sercetary, the way to keep young is to stick to the bicycle and let all such things as flying machines go.

RACES AROUSE BRIDGETONIANS

Motorcycle Events on the Fourth Enthuse Natives—Honors Evenly Divided—No "Pot Hunters."

"Go on, go on, 18! Oh. see 16, hurrah for 16! Land sakes, see those boys ride, ain't it bully!" When a crowd of women at a motorcycle race stand on their toes, wave their arms and eject such remarks as opened this paragraph it may be assumed that they have developed at least a mild degree of enthusiasm for the sport. Probably no motorcycle "fan" ever went into such ecstasies at a race meet as did some of the ladies who attended the speed party which the Atlantic City (N. J.) Motorcycle Club gave at Bridgeton on the 4th inst. They simply dived into the pond of enthusiasm and splashed around all afternoon to their heart's content.

No pot hunters, with factory machines, with possibly one exception, drifted in to cause hard feeling, and everything went off smoothly despite the inexperience of the officials. Honors were very evenly distributed, no rider winning more than one race, but nevertheless the contests were snappy and interesting all the way. William Hoernlein (Thor) collected the novice, and W. B. Wiswell (Thor) cantered home first in the five mile for private owners. Next to collect a first prize was W. F. Specht (Harley-Davidson) who won the miss and out, the best race of the day. John Roberts (Harley-Davidson) built a fence around the fifteen mile club race, and Tom Newman (Thor) breezed in first in the club novelty, which was followed by the curtain.

Albert C. Stepheny, president of the club, worked like a Trojan, and, together with the other officers, largely was responsible for the degree of success which the meet attained. It was not a success financially, but from a sporting standpoint it was a big hit.

Summary:

Five mile novice—Won by W. Hoernlein (Thor); second, J. Roberts (Harley-Davidson); third, Clarence Smith (Harley-Davidson). Time, 10:05.

Five mile private owners—Won by W. B. Wiswell (Thor); second, J. Roberts (Harley-Davidson); third, T. Newman (Thor). Time, 8:15.

Miss and out, 50 inch stock machines—Won by W. F. Specht (Harley-Davidson); second, H. Murtland (Bradley); third, C. D. Smith (Harley-Davidson). Time, 19:00.

Fifteen mile closed club, stock machines—Won by John Roberts (Harley-Davidson); second, W. Hoernlein (Thor); third, W. B. Wiswell (Thor). Time, 24:23.

Five mile novelty, closed club—Won by T. Newman (Thor); second, W. Hoernlein (Thor); third, W. B. Wiswell (Thor). Time, 13:01.

THREE DAYS' RACES AT BUFFALO

Motorcycle Events Features at Convention of Woodmen of America—Logan Wins Three.

Motorcycle races were a prominent feature of the annual convention of the Woodmen of the World at Buffalo, N. Y., on the 21st, 22d and 23d ult. The races, ten in all, were held in packets of four and three and three, and were spread over the three days of the convention. Old Fort Erie resounded to the bark of motors on the ground and motors in the air, for there were some 'planes on hand, too, to lend spice to the gathering.

Of all the attractions provided for the visitors the motorcycle races proved most exciting, and there were some corking good brushes and eye-lash finishes. C. M. Logan was the star of the local riders, taking three firsts, and Edward Stauder, the Rochester pride, also collected triple winnings. Charles Daycock, another Buffalonian, shook down a pair of firsts, and the pair that remained were split between Robinson and Boertle. The track was soft, but good time was made. William Schwegler was the chief figure in a spectacular spill on the first day. He threw a tire and rammed a fence, crumpling his machine and breaking a heavy fence post. Schwegler escaped with body bruises. The feature of the final day, and of the meet, in fact, was the race between Graham on a motorcycle and an aeroplane, Graham winning. Summary:

First Day—Tuesday, 21st.

Five mile novice, 54 cubic inches class—Won by Charles Daycock (Merkel); second, H. Sill (Merkel); third, D. Dolph (Indian). Time, 6:04⅗.

Fifteen miles, trade riders, 61 cubic inches—Won by L. Boertle (Merkel); second, C. M. Logan (Merkel); third, E. Stauder (Indian). Time, 16:08⅕.

Five mile match, C. M. Logan (Merkel) against E. Stauder (Indian)—Awarded to Logan. Time, 6:04⅖. Stauder misunderstood signal and stopped in fourth mile.

Two mile run off between Logan and Stauder—Won by Logan. Time, 2:08.

Second Day—Wednesday, 22d.

Five mile, private owners—Won by E. Stauder (Indian); second, J. Robinson (Indian); third, Fred Schudt (Harley-Davidson). Time, 6:02⅖.

Fifteen miles, belt driven machines, 61 cubic inches class—Won by C. Daycock (Merkel); second, E Stauder (Indian); third, Fred Schudt (Harley-Davidson). Time, 16:26⅖.

Ten mile open—Won by C. M. Logan (Merkel); second, E. Stauder (Indian); third, J. Robinson (Indian). Time, 10:07⅗.

Seven mile open—Won by C. M. Logan (Merkel); second, E. Stauder (Indian); third, J. Robinson (Indian). Time, 7:18⅘.

Third Day—Thursday, 23d.t

Five mile, belt driven machines, 30½ cubic inches class—Won by E. Stauder (Indian); second, Fred Schudt (Harley-Davidson); third, H. H. Sill (Merkel). Time, 6:02⅖.

Five mile, stock machines, 30½ cubic inches class—Won by J. Robinson (Indian); second, Fred Schudt (Harley-Davidson); third, C. Daycock (Wagner). Time, 6:18⅗.

Twenty-five mile open, trade riders, 61 cubic inches class—Won by E. Stauder (Indian); second, W. Graham (Merkel); third, C. Daycock (Merkel). Time, 26:05.

Wins Hill Climb After Being Shot.

Once more the old saw about "it's an ill wind that blows nobody good," was exemplified at Scranton, Pa., on the 1st inst., when Clell Anderson, after being shot in the hand by the starter's gun, went on and won the single cylinder class in the hill climb of the Scranton Motorcycle Club. Anderson rode a Harley-Davidson, and although he was a bit unnerved by the accident, he showed pluck in continuing and was rewarded by winning his class. Anderson made the best time of the day with the exception of two big twins. Luro Marconi, a 999th cousin of the wireless Columbus, captured the twin class on an Indian in 1:54. Then there was an exhibition class in which Rex Wickwire, on a 7 Indian, starred. The Texan gulped down the 1⅛ miles, together with seven curves, in 1:37. E. R. Durkee, on a four-cylinder Pierce, was clocked in 1:58. Summary:

Single cylinder class—Won by Clell Anderson (Harley-Davidson), time, 1:56½; second, Harry Miller (Indian), time, 2:00½; Robert Van Duzer (Marvel), failed.

Twin cylinder class—Won by Luro Marconi (Indian), time, 1:54; second, Charles Brewster (Indian), time, 2:03⅖; third, Charles Rogers (Indian), time, 2:08½.

Syracuse Motorcyclists Relieved.

As a result of the radical ruling of Commissioner of Public Safety Hessler of Syracuse, which practically limited the speed of motorcycles to four miles an hour in the city limits, Alderman F. J. Kregg, of that city, feeling the injustice and unreasonableness of the ruling to motorcyclists, presented the following bill before the city council, and it now await's the mayor's signature.

"Be it ordained that Section 17 of Chapter 36 of the Ordinances of the City of Syracuse be amended by adding thereto the following:

"That motorcycles be exempt from the foregoing section in so far as the same applies to the speed thereof. That it shall be unlawful for any person to operate or drive any motorcycle upon the streets or public highways in the City of Syracuse at a faster rate of speed than one mile in five minutes or one mile in seven minutes in turning corners." This supercedes Hessler's radical ruling.

CHAPPLE BREAKS TRACK RECORD

Races at Rockford in Connection with Illinois-Iowa Tour—Several Riders Withdraw Because of Heat.

Breaking of the local track record for five miles by A. G. Chapple was the most noteworthy feature of the motorcycle races at the driving park, Rockford, Ill., on the 4th inst. Chapple's time was 4:53⅗, a reduction of 3⅗ seconds from the old figures. His best mile, the fourth, was turned in 57⅗ seconds. The races were fairly exciting, the prime event, the five mile free-for-all, being garnered by Cromstock on a Harley-Davidson. This rider also won the special event for port holed machines. L. Timmons was the star of the private owners, registering three firsts, and A. Fisk lassoed two firsts. The races were part of the celebration connected with the six day tour of the Illinois-Iowa Motorcycle Association, which arrived in Rockford on Monday night, 3d inst. That night a banquet was served in the Odd Fellows Temple, at which 75 riders were present. Upon arriving at Rockford several of the riders withdrew from the tour on account of the hot weather.

Summary:

Five mile, private owners—Won by Timmons (Indian); second, Clare Caratt (Harley-Davidson). Time, 6:09⅖.

Five mile free-for-all—Won by Cromstock (Harley-Davidson). Time, 5:27⅕.

Five mile, private owners—Won by Fisk (Indian); second, Timmons (Indian). Time, 5:36⅘.

Five mile open—Won by Timmons (Indian). Time, 5:35.

Five mile exhibition—A. G. Chapple (Merkel). Time, 4:53⅗. (Local track record.)

Five mile, trade riders—Won by Fisk (Indian); second, Carratt (Harley-Davidson). Time, 6:13⅖.

Five mile special, port machines—Won by Cromstock (Harley Davidson); second, Pierson (Merkel). Time, 5:26⅕.

Three mile, private owners—Won by Timmons (Indian); second, Carratt (Harley-Davidson). Time, 3:42⅖.

To Tour the Continent.

To cross the continent on a pleasure trip, Ross Harlan and Arthur Swanson left Turloch, Cal., on Monday the 26th ult., riding Harley-Davidson motorcycles, and will tour through Reno, Salt Lake City, Omaha and Sioux City. Though Mr. Harlan is bound for Fredonia, Kansas, he also intends to accompany his tripmate to Milwaukee, where the pair will pay a visit to the Harley-Davidson factory. They expect to arrive there July 15, and intend to take their time and see everything worth while, including the numerous fluid factories that helped to "make Milwaukee famous."

Motorcycle Trips Around Buffalo

Buffalo is a veritable paradise for motorcycles. It is claimed, and justly so, that Buffalo has the best paved streets of any city in the world. There are 224½ miles of smooth asphalt and 21 miles of magnificent park roadways.

One of the most comfortable, easiest and quickest ways of seeing the beautiful park system of Buffalo is by motorcycle. The route depends largely on the amount of time at your command. To go over the entire park system will consume about two hours and a quarter, which time can be shortened to an hour and a half by leaving out the South Park. On supposition that you take your motorcycle at a central point in the city, you at once strike toward Delaware avenue, continuing up Delaware to North street, along North and Porter avenue to the Prospect Parks and Front, passing the U. S. Government Barracks, Fort Porter, continuing down Massachusetts avenue to Richmond avenue and along Richmond to Bidwell Parkway, to Soldiers' Place, to Lincoln Parkway, into Delaware Park, passing between Park Lake and Gala Water; Albright Art Gallery, Historical Building, Mozart Monument, the Statue of David, McMillan Drinking Fountain. After crossing the bridge we come upon the beautiful Park Meadow. Proceeding around the Meadow past the Park Zoo to Humboldt Parkway, along this beautiful parkway to the Parade, turning to the right down Northampton street to Main, to North street, proceeding down Delaware avenue to starting point. This ride can be still further shortened by proceeding down beautiful Delaware avenue along the cemetery to the Park entrance, leaving out the Lake Front.

For the benefit of those who wish to take side trips from the city, we append the following suggestion:

1. Out Genesee to Walden avenue, thence right to Broadway Plank Road. A continuation of Walden avenue leads to Alden, 16 miles; Depew 9½ miles; Lancaster 11½ miles. Asphalt to city line. Good roads are found all the way thereafter.

2. Genesee to city line, leading from Buffalo to Batavia. Asphalt to city line; god roads thereafter. Batavia 36 miles; Medina 42; LeRoy 47.

3. Seneca to city line and Aurora Plank Road, a continuation of Seneca. Asphalt to city line; good roads thereafter. East Aurora 18 miles; Holland 28; Jewettville 17½; Springbrook 12½.

4. Broadway, Pine to William, to Fillmore avenue, right on Fillmore to Clinton, left on Clinton and continue to city line, into Clinton Road. Asphalt to city line; good roads thereafter. Ebenezer 8½ miles; Gardenville 7; Marilla 17½.

5. Main street to city line, follow trolley from city line to Williamsville, keep straight ahead; beyond Williamsville roads are good. Clarence 18 miles; Eggertsville 7; Williamsville 9½.

6. Same as route 5 to Williamsville, and when about two miles beyond Williamsville take Transit Road, which is good and direct. Lockport 26½ miles.

7. Down Main street, turn left into Perry street, turn right into Michigan street, turn left into Elk street, out Elk to junction with Abbott Road to Triangle, to South Park avenue, to city line. The continuation of South Park avenue is White's Corners Road. Blasdell 7½ miles; Hamburg 13½; Limestone Hill 5½; West Seneca 5½.

8. Same as Route 7 to Limestone Hill, and instead of continuing straight on at Limestone, turn right on Ridge Road and cross R. R. bridges to first road, called Lake Road, turn left and keep straight on out Lake Road, which is direct and in good condition. Angola 22½ miles; Athol Springs 10½; Derby 19½, Hamburg-on-the-Lake 11½; Lake View 16½; Steel Plant 6½ miles; Erie 100 miles.

9. To Niagara Falls 22 miles, take Delaware avenue and brick road to Tonawanda, cross bridge to North Tonawanda, following Sweeney street. Thence to the right to St. Johnsburg; from there passing north of LaSalle enter Niagara Falls near Echota by way of Falls street.

A shorter route, though not so pleasant, is to leave this former route at Gratwick, going to the left taking the River Road to the Falls. In general, this latter coincides with the trolley line.



NIAGARA FALLS, A SHORT RUN FROM BUFFALO.


METROPOLE CYCLING CLUB
MOTOR BICYCLE ENDURANCE RUN
994 POINTS
F.I. WILLIS, Prest
G.B. GIBSON, SEC. & TREAS.
L.W. THOMPSON, Vice Prest
P.B. WHITNEY, Vice Prest
BOSCH TROPHY
CUP OFFERED BY BOSCH MAGNETO CO. FOR HIGHEST NO. OF POINTS.
F.A.M. THIRD ANNUAL MEET WARTHAM MASS. AUG. 8-12, 1905 MEMBER
SIXTH NATIONAL ENDURANCE CONTEST NEW YORK TO PROVIDENCE, R.I. OFFICIAL
NEW YORK MOTOR CYCLE CLUB ALPHA MOTOR CYCLE CLUB NATIONAL CONVENTION NEW YORK
ROCHESTER 1906 NEW YORK
TOUR


03
A.J.P.M.
E.M. ESTABROOK
CHAIRMAN
MEMBERSHIP COMMITTEE
DR. J.P. THORNLEY,
CHAIRMAN
COMPETITION COMMITTEE
E.L. BUFFINGTON,
CHAIRMAN TRANSPORTATION
& FACILITIES COMMITTEE
G.H. HAMILTON,
CHAIRMAN LEGAL
ACTION COMMITTEE
METROPOLR CYCLING CLUB
MOTOR BICYCLE ENDURANCE RUN
852 POINTS
CUP OFFERED BY
TANDARD WELDING CO.
TO WINNER OF 25 MILE RACE
M. MEET.
W.A.C.
M. AUG. 7-12-05
F.A.M.
MEET
PROV.
1907
PHILADELPHIA
AUGUST
A F M
1910
SECOND
ANNUAL MEET
FEDERATION
AMERICAN
MOTORCYCLISTS
CAMBRIDGE, MD.
JULY 3-4, 1904
FIFTH
NATIONAL
MOTORCYCLE
ENDURANCE
CONTEST
AUSPICES OF
F.A.M.
CHECKER
11


1903
METROPOLE CYCLING CLUB
MOTOR BICYCLE ENDURANCE RUN
994 POINTS
F.I. WILLIS, Pres't
G.B. GIBSON, SEC. & TREAS.
L.W. THOMPSON, Vice Pres't
P.B. WHITNEY, Vice Pres't
CUP OFFERED BY BOSCH MAGNETO CO. FOR HIGHEST NO. OF POINTS.
CUP OFFERED BY STANDARD WELDING CO. TO WINNER OF 25 MILE RACE
E.M. ESTABROOK CHAIRMAN MEMBERSHIP COMMITTEE
DR. J.P. THORNLEY, CHAIRMAN COMPETITION COMMITTEE
E.L. BUFFINGTON, CHAIRMAN TRANSPORTATION & FACILITIES COMMITTEE
G.H. HAMILTON, CHAIRMAN LEGAL ACTION COMMITTEE
METROPOLE CYCLING CLUB
MOTOR BICYCLE ENDURANCE RUN
852 POINTS
F. A. M. THIRD ANNUAL MEET WAKEFIELD MASS. AUG. 8-12, 1905 MEMBER
OFFICIAL
NEW YORK MOTOR CYCLE CLUB ALPHA MOTOR CYCLE CLUB NATIONAL CONVENTION NEW YORK
ROCHESTER 1906 NEW YORK
TOUR
A.M. MEET WALTHAM AUG. 7-12, 05
F.A.M. MEET PROV. 1907
AUGUST
1910
SECOND ANNUAL MEET FEDERATION AMERICAN MOTORCYCLISTS CAMBRIDGE, MD. JUNE 3-4, 1908
FIFTH NATIONAL MOTORCYCLE ENDURANCE CONTEST ADOPTED BY F.A.M. CHECKER
1911

PASSING LAWS FOR PASTIME

Massachusetts Legislators Wanted to Pass a Law—They Did—But What is It?

Bicycles and wagons, other than those latter carrying hay or straw, must carry lights when they go beyond the limits of any city or town in Massachusetts hereafter, according to the provisions of a law recently passed by the State Legislature. That infinite body, in its lofty state of wisdom, has passed a foolish statute, which, through the inclusion of a "joker," reverses itself and winds up by applying only to bicycles and straw carts. It seems hardly possible that such a ridiculous piece of legislation would be permitted to emanate from such a seat of culture and learning as Boston.

In its early stages, the new sample of misdirected judicial energy says that all vehicles on wheels, whether they roll or stand still, excepting baby carriages, wheelbarrows and such hand propelled vehicles, must carry lights front and rear "from one hour before sunset to one hour before sunrise." Then comes the little joker: "This act shall not apply to any vehicle while on any lighted street or highway where street lights are maintained at a distance of 500 feet apart or less."

It is apparent that there are few cities or towns where street lights are more than 500 feet apart, but of course there must be some, nestling somewhere in the Bay State, and in these places lights must be carried inside the town limits. Nor do motorcycles escape from having to carry lights, for the law says that "every vehicle shall carry lights," and then specifically exempts certain vehicles.

There also is a section in the statute specifying that the new law does not affect any existing statute, rule or regulation requiring lighted lamps on motor vehicles, so that the State automobile law or local ordinances requiring lights on motor vehicles are not superseded or amended. The result is that motor vehicles occupy the same status as before, as regards the carrying of lights and are not affected either way by the new law which so daintily doubles on its tracks.

There also is a section providing that upon written application of an owner of a vehicle to the State Highway Commission and giving reasons why such exemption should be granted, the commission, at its discretion, may exempt any vehicle from the provisions of the law for such period as the commission may elect. Therefore, if a vehicle owner can give good reasons why he should not carry lights he may be relieved from such requirements. A penalty of five dollars is provided for violation of the act.

Massachusetts bicyclists who ride their machines at night, therefore, should remember that the new law is a State statute which supersedes local ordinances relating to the carrying of lights at night. Lights need not be carried on any highway or bridge where street lights are placed at intervals of 500 feet or less, but where street lights are further apart, either in cities or elsewhere, vehicle lights must be carried. A front light, with a red rear signal, and carried on the fork side will comply with the requirements of the law.

Open Mufflers Cause Trouble.

Rochester, N. Y., has joined the ranks of radicalism against the motorcycle, as a result of the unnecessary noises caused by the open muffler and use of warning signals, and Commissioner of Public Safety Charles S. Owen has started on the warpath, backed up by the following city ordinance, which became a law on February 14th, 1911:

Subdivision G, of Section 32 of the traffic ordinance, as amended on February 14, 1911, reads as follows:

"No person shall open a muffler cutout on a motor vehicle, motorcycle or motor bicycle except on steep grades more than a mile distant from the intersection of Main and Exchange streets."

At the last meeting of the Common Council of Rochester the following bill was presented:

Sec. 1. Subdivision of section 32 of the ordinance relating to Public Safety, as amended February 14, 1911, is hereby amended by adding thereto at the end thereof, the following:

"No horn, siren or whistle, other than a bulb horn, in, upon or attached to a motor vehicle, motorcycle, motor bicycle, or bicycle, shall be blown, sounded or operated."

American Riders in Toronto Races.

Like many other promoters, the Toronto Motorcycle Club found themselves in a dilemma when it came to arranging the program for their midsummer race meet, to be held on the trotting track there on Saturday, the 8th inst. With English, American and Canadian makes of machines entering, the task was no small matter, but finally ten certain events, ranging in distance from three to ten miles, were decided upon, so that everyone, from "lightweights" to twin-sevens, would have a chance in at least one race. The greatest stumbling block was the arranging of contests so that chain-driven machines would not have the edge on the "belts." The club did not like the idea of separating the two classes, but on putting the matter to a vote of the racing committee, it was decided to have contests for both belt and chain driven motorcycles of the same horse power. A permit has been secured from the F. A. M. to allow some of the Buffalo enthusiasts to start. As the Toronto meet takes place only a few days before the American championships at Fort Erie, the Toronto races should prove a sort of warm-up for the Bisons for the crucial tests that are to come in the scramble for the national titles.

WILL ATTEMPT NEW YORK-CLEVELAND RUN IN 36 HOURS.



After having made a round trip between Cleveland and Buffalo in 20 hours 5 minutes, despite a driving rain storm and mud hub deep, the Thor IV team of Cleveland will next attempt to make the trip to New York City in 36 hours. Details of the run have not yet been completed. On the Buffalo trip the team carried a message from the automobile editor of the Cleveland Leader to the city editor of the Buffalo Times. The team left the Leader office on the morning of June 24th, at 2:30 a. m., and found the going good until within 75 miles of Buffalo, when the mud became hub deep in places and a driving rain made the trip particularly perilous. The party remained in Buffalo for two hours and returned to Cleveland. Empire tires were used on the run and no tire trouble of any kind was experienced. The Thor machines used were ridden by the same men in the three day reliability run recently held by the Cleveland Motorcycle Club, in which they finished perfect. The team is shown in the above illustration. From left to right the riders are: Martin Storm, Edward Reichel, Ed Hawkins and Bert Hawkins.

TAFT BECOMES ENTHUSIASTIC AT MOTORCYCLE RACES

Visits Indianapolis Track on the Fourth—Congratulates Riders in Special "President's Race"—Baker the Star of Meet—Several Accidents—Marshall Seriously Hurt.

"The President's Race," a five mile event, given in honor of President Taft, was the feature of the Indiana Motorcycle Club's two day race meet, given at Indianapolis at the State Fair Grounds on July 3d and 4th. This event was a special match race between Erwin G. Baker and Johnnie Sink, and it was pulled off about half past four on July 4th for President Taft's special benefit. Incidentally the race was the best of the entire meet, and the spectacular riding of the two contestants not only brought the crowd of 40,000 spectators to their feet with cheers and cries, but even the President could not suppress a joyous shout when the riders crossed the tape.

E. G. Baker, on his seven horsepower Indian, won the race from Sink, on a Flying Merkel, not by feet but by inches. When the two riders flashed past the finish line Baker did not have six inches to spare, so desperately did Sink fight for first honors. For winning the race Baker was given a special prize—a $50 gold watch, but it was not the watch that he was after altogether, for it is not every rider that can race expressly for the President of the United States, and then win the race, against a fearless competitor. After the race the two riders were called to the President's stand by L. C. Wheeler, a Secret Service officer in the President's party. Mr. Taft said:

"Mr. Baker, I congratulate you upon making a great race. I never saw such a race."

Then the President turned to Johnnie Sink and said: "Mr. Sink, I congratulate you upon making such a game race under the conditions. Boys, I don't know if you hold your breath or not when you are going around those turns, but I know I do. As for myself, I am well satisfied where I am. I wish you both success in the future."

As Baker and Sink walked away from the stand the President turned around to ex-Vice President C. W. Fairbanks and said: "It certainly was a great race."

The track was in a dangerous condition, as it was dry and very dusty. On the turns the dust was three inches deep in places, where it had been dug up by the hundreds of race horses which have been training on the track for the last month. But the two riders did not mind the bad track. Baker made the five miles in 5:00⅖, just forty-four seconds faster than the record set by Fred Huyck on the track in 1908. Sink was caught at 5:00⅗, but the two riders were so close together that it was impossible to get the latter's time more accurately, for he was less than a fifth of a second behind Baker. There was not much see-sawing in the race, for Baker took the lead from the start, and although Sink was even with the former a number of times, Baker never lost the lead. On the last turn, before the final stretch, Baker had a lead of twenty feet, and with the 200 yards of straight track to go, both riders opened their machines to the limit. The crowd marveled at the way Sink's Merkel gained ground upon Baker's Indian. Sink was getting faster every second, and the spectators were expecting to see the Yellow Peril pass the other rider before the tape was reached, but he could not do it. If the race had been five yards further Baker would have lost, for Sink came down the home stretch at fully seventy miles an hour and possibly faster.

It was the first real race that Sink rode during the meet, and the first time he has raced for two years, and it was his first time on a Merkel. On Monday, and on the bigger part of Tuesday, Sink was afraid of the turns and always shut down. But in the "President's Race" Sink kept his machine wide open all the way and took the turns in a fearless manner. One time his back tire skidded about three feet, but he kept riding just as fearlessly as ever. On the second mile of the five Baker broke the State mile record for a dirt tracks, when he made a lap in 57⅕ seconds, just a fifth of a second under the time made by Freddie Huyck two years ago at Indianapolis. The first mile was made in 1:07 (standing start), the second mile was made in 57⅕ seconds, the third mile was made in 58⅘, the fourth mile was travelled in 59 flat and the last lap was covered in 58⅖. On the last lap Sink's time was snapped at 57⅖ seconds. Sink gained a full second on Baker in this mile. The former made such a game fight for first place that he was the favorite with the crowd in the one hour race that followed.

President Taft was late in arriving at the Fair Grounds track. He was due there at



THE PRESIDENT CONGRATULATING E. G. BAKER, WINNER OF "PRESIDENT'S RACE."

2:10 P. M. The head-on collision between two fifty-five ton locomotives was booked as the big attraction of the day, but this did not take place until five o'clock, so the President and the great crowd of spectators watched the motorcycle races, the only other attraction, until five o'clock. Mr. Taft seemed to enjoy the sport, for he stood and cheered the riders. He was with former Vice President C. W. Fairbanks and many other notables, in a specially constructed covered stand at the finish line and had an unobstructed view of the races. All of the records for the State of Indiana were broken, which means that all of the track records were broken, and many new marks were set for class records that are likely to stand for some time.

E. G. Baker was the individual star of the meet. On Monday he won first in each of the four big races that he entered, while on Tuesday he took three firsts and one second out of four starts. It was not because has competition was not fast, for he won all of his races from a classy field of riders.

By winning the one one hour race from eleven fast riders, including Baker, who got second, Johnnie Sink, on his Flying Merkel almost took away the honors from Baker, for Sink drove a great race. He travelled fifty-nine miles and a fraction in one hour, after he had stopped forty seconds for oil in his fortieth mile. Baker had to stop twice for oil. On his stops he lost over two miles, and had it not been for this, he would probably have given Sink a harder trussle for first place. Baker covered fifty-six miles and about three-quarters, while McDougal, on a Yale, finished third, with forty-nine miles. Ellis, on a Thor, was a half mile behind McDougal, and four other riders finished behind him. Stewart was riding a pretty race in third place until the twenty-seventh mile, when the jars of the track broke an oil pipe on his Indian, and he had to withdraw.

This race was run directly after the "President's Race," in which Sink took the turns for the first time at full speed, so he was not afraid to leave his machine open all the way during the one hour race. Sink in this race took the lead from Baker on the second lap and held it all the way. He made a large number of miles under fifty-nine seconds, while on the forty-second mile Sink made the lap in fifty-seven and two-fifths, which was probably his fastest mile. Baker made a number of miles in fifty-eight flat, and once or twice was caught under that time. The time for the first five miles was 5:07; the first fifteen miles, 15:18; twenty-five miles, 25:23; thirty miles, 30:25; forty miles, 40:15; fifty-nine miles, one hour. The time for the fifty mile mark was not kept officially. This race was held up for ten minutes before the start when Sink broke a chain and had to put in a new link. The spectators, most of whom stayed until the finish of the hour race, which ended at fifteen minutes of seven, cheered Baker in this race when he was coming down the track, wheel to wheel with Sink, on the thirty-fifth mile. Baker was only three feet to one side of the Merkel rider, and he took his right hand off of his grip and shook his fist at Sink



FRANK MARSHALL, SERIOUSLY INJURED

and smiled. One satisfying feature of the one hour race was that there were no accidents. Although the track was so dusty



E. G. BAKER, STAR OF THE MEET.

that the riders could be seen only when they passed close by and the racers could not see more than thirty feet ahead of them, not a one of them had any trouble.

During the whole meet there were only three accidents, but none were very serious. They all were of the spectacular kind. A hoodoo must have been following Frank Marshall, of Terre Haute, who rode an Indian on July 3d. While he was practicing before the races a fire started in his carbureter and he rode a half mile before he knew it. While he was going about forty miles an hour on the back stretch, Marshall saw his gasoline tank catch fire. A blaze three feet high shot up from the tank, and the rider had to leave hold of his machine, and he slid off the saddle onto the ground, while his machine ran on down the track until it hit a post. Marshal got up quickly and put out the fire by burying his machine in the sand. The motorcycle was badly damaged. Marshall's worst accident, however, and the one that put both he and another machine of his out of commission, happened in the big ten mile open race on Monday. Marshall was riding in fifth place on the sixth mile and Hofstatter, on a Reading-Standard, was in fourth place, just ahead of Marshall. While coming around the northwest turn, Hofstatter blew a front tire, and his front wheel caved in. He was thrown over the handle bars about twenty feet, and his arm and face grazed the inside fence. Before he could pull his machine off Marshall came speeding down the track. Hofstatter had raised so much dust that Marshall could not see the wrecked motorcycle until he was right on it, and it was too late to turn aside. His machine ran right over Hofstatter's wreck, and he was thrown fully forty feet, and he lit in the middle of the track squarely on his face. He was badly bruised all over, and his face was cut in a number of places. The club's doctor at the races dressed his wounds, and he was taken to the city in an automobile. He caught a train for home an hour or so later, and his machines were shipped after him. Hofstatter was bandaged up a bit by the doctor, but the rider was not hurt much outside of a few scratches.

The worst accident of the meet happened on the same turn on Tuesday, in the ten mile open for 61 class machines. Before this race the track sprinkler had settled the track, except on this particular turn the water wagon unloaded too much water, and it made a bad spot. Baker, on an Indian; L. S. Taylor, of Columbus, Ohio, on an Emblem, and Sink, on a Merkel, were the starters in this race. On the fourth mile, Taylor, who was riding in second place and was taking the turns faster than any of the riders on the track, passed over the bad spot and his tires skidded for a distance of fifty feet, and Taylor was thrown head-first against the outside fence. His machine slid through the fence and was wrecked almost completely. Taylor was able to step over the fence to keep from being hit by the other riders, but he was hurt pretty badly. A half hour after the accident, with the aid of another rider, Taylor was able to walk over to the judges' stand, and a few minutes later he was walking around by himself. An hour later Taylor wanted to start in the one hour race, but the track

physician would not permit him to do so, telling him that he was probably injured internally, and that some muscles in his legs were probably wrenched. Taylor claimed that he was all right, but to be obedient he took the physician's advice and stayed out of the race. Just to show the crowd that he was all right, Taylor rode one lap around the track at a pretty fast gait.

This ten mile open race was won by



START OF THE "PRESIDENT'S RACE."

E. G. Baker in 10:16⅗, just five and two-fifths seconds faster than the record he made in the event on Monday. Tuesday's record was thirty-six and two-fifths seconds faster than the one made by Freddie Huyck on the same track in 1908. Sink's time was 10:26. Inability or fear in taking the turns lost the race for Sink, who was fast on the stretch.

In the one mile time trials on Tuesday neither Baker nor Sink made as fast time as they did later in the day. The track record,57⅖, made by Huyck in 1908, was not broken in the time trials, but Baker and Sink both broke the record for the mile on intermediate laps during some of the longer races. Baker won the mile time trial in 58⅕, while Sink's time was fifty-nine and three-fifths seconds.

Forrest Casebeer, on an Indian, from Terre Haute, Ind., won the five mile open for the 50 class, on Tuesday. His time was 5:41⅖, which is three seconds under the old record of Huyck, made on a 61 cubic inch machine two years ago. This five mile event was one of the prettiest of the meet. Casebeer jumped into the lead at the start and held it all the way, and he finished four sesconds ahead of Fred Stewart, the second man, who was on an Indian. Noble Shepard, of Kokomo, on a Merkel, was right behind Stewart, and Ocie Jones and John Ellis, on Thors, were just trailing Shepard. The riders were bunched all the way, and they jockeyed for positions a number of times. This event brought out ten starters.

Event number six on the second day's card was five miles for private owners, 50 cubic inches or under. This race brought out seven riders. Casebeer took first in a walk, in the fast time of 5:58⅖, on an Indian, while Adams, on an Excelsior, and Melle, on an Indian, finished second and third, respectively.

Monday, July 3d.

Five miles, private owners, stock machines, 30½—Won by Henry Gollnisch (Reading-Standard); second, Chas. Vogel (Reading-Standard); third, Wilbur Melle (Indian). Time, 6:30.

Five miles, open, 50 cubic inches—Won by Ocie Jones (Thor); second, Fred Stewart (Indian); third, Frank Marshall (Indian). Time, 5:48⅖. Stewart's time, 5:59.

Ten miles, open, 61 cubic inches—Won by Erwin G. Baker (Indian); secon, John Sink (Flying Merkel; third, L. S. Taylor (Emblem). Time, 10:22.

Five miles, stock machines, 30½ class—Won by Fred Stewart (Indiana); second, Charles Vogel (Reading-Standard); third, Wilbur Melle (Indian). Time, 6:17, new track record for Indiana.

Five miles open, 61 class—Won by Erwin G. Baker (Indian); second, John Sink (Flying Merkel); third, Taylor (Emblem). Time, 5:12⅖. Sink's time, 5:25. Taylor's time, 5:26.

Ten miles, stock machines, 61 class—Won by Erwin Baker (Indian); second, Jones (Thor); third, Stewart (Indian). Time, 11:11⅖, new State dirt track record for the class.

Unlimited pursuit race—Won by E. G. Baker in twenty-second mile.

Tuesday, July 4th.

Five miles, stock belt machines, 30½ class—Won by Noble Shepard (Merkel); second, Gollnisch (Reading-Standard); third, Vogel (Reading-Standard). Time, 6:42.

Five miles, stock chain machines, 50 cubic inches or under—Won by Casebeers (Indian); second, Jones (Thor); third, Ellis (Thor). Time, 5:50.

Ten miles open, 61 class—Won by Baker (Indian); second, Sink (Merkel); third, Taylor (Emblem). Time, 10:16⅗. Sink's time, 10:26, State record.

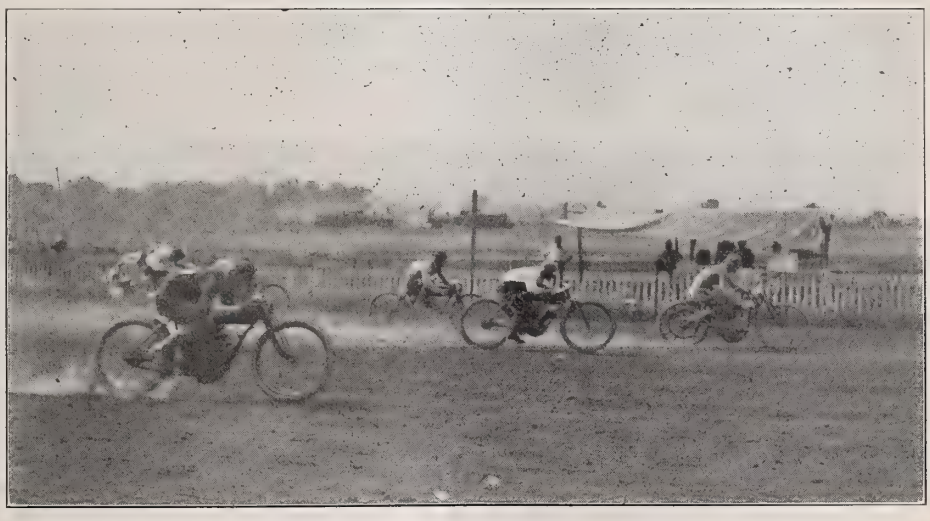
Mile time trials—Won by E. G. Baker (Indian), time, 58⅕; second, Sink (Merkel), time, 59⅗.

Five mile open, 50 cubic inch class—Won by Casebeer (Indian); second, Stewart (Indian); third, Shepard (Merkel). Time, 5:41. Stewart's time, 5:46, State record for class.

Five miles, private owners, 50 cubic inches or under—Won by Casebeer (Indian); second, Adams (Excelsior); third, Melle (Indian). Time, 5:58⅖, State record for class.

Special match race between E. G. Baker (Indian) and J. Sink (Merkel), "The President's Race"—Won by E. G. Baker; second, Sink. Distance, five miles. Baker's time, 5:00⅖; Sink's time, 5:00⅗, State record.

One hour race, open, 61 class and under—Won by John Sink (Merkel); second, Baker (Indian); third, McDougal (Yale). Distance, 59 miles, State record.



START OF THE FIVE MILE ON TUESDAY.

SHOWS THE DUST TO MERE MAN

"Maryland's Motorcycle Maid" Catches Rupp in Pursuit Race at Prospect Park —Cycle and Motor Events.

A crowd of 3,500 people witnessed the bicycle and motorcycle races at the Letter Carriers' Picnic, at Prospect Park, Baltimore, Md., on July Fourth. The applause was hearty when Miss Sylvia Michel, "Maryland's Motorcycle Maid," finished a five mile motorcycle exhibition ride. Her complete mastery of the three horsepower Reading-Standard and the easy manner in which she took the curves showed nerve and judgment worthy of a veteran. When she overhauled A. W. Rupp in the Australian pursuit race the applause was thunderous. She is a clever little rider and without doubt can put it on the majority of the sterner sex, although but seventeen and of very slight build that does not sugest any athletic ability. In the three mile open heat race for belt drive machines, the old veteran, Pop Allard, met with a serious accident that may disable him for some time. Allard took a desperate chance in trying to pass another contestant on the curve, was dashed through the fence and knocked senseless. Spectators rushed to the scene of the accident and in a short time "Pop" was revived sufficiently to determine his injuries. They were a badly lacerated foot and his right side was bruised.

In the motor-paced race Frank Fertita was unfortunate in spilling on the turn by collision with another rider and fell heavily. A report that his skull was crushed proved incorrect and he was sent to his home. John H. Kitz, the newspaperman, fell in the two mile handicap and suffered greatly from shock. Fast time was the feature of the novice race. Sampson sprinted to the tape and landed first easily. The mile open was won by Boehm, who was in good form. The two mile handicap was spectacular and the time was very fast. Sampson's riding was remarkable and his speed qualities were all there. The five mile motor paced race was the event of the day and was hardily fought from the crack of the gun. Five starters bravely battled for the coveted championship of Maryland. "Flying-Fish" Rogers, with a yell of defiance, waving his cap, pulled Freddie Welsh, of the Bicycle Club, across the tape, winning first place and breaking the track record held by Lindemon.

The five mile open twin cylinder race was won easily by James M. Hepbron (Reading-Standard). He beat out Porter Bond (Indian), who put up a hard, gamey fight to the finish. They were both clever riders.

The four cornered Australian pursuit race between two four horse singles and two twin machines resulted in a victory for Hepbron, riding a twin, although "Flying-Fish" Rogers on a single, forced him to ride hard and take some desperate chances on the curves, to do it. This race was the day's feature so far as thrills counted. Rogers by rare good judgment avoided a serious accident when his machine skidded on a curve and grazed the fence. A new feature that was appreciated by the riders was the free distribution of gasoline and engine oil to all contestants by the management. Manager, W. H. Logue, Jr.; starter, Wm. Mueller; announcer, A. W. Rupp; judges, Anthony Michel, George W. Hahn, Jr., George Phoebus, Wm. Reid, John Mueller; clerk of course, Wm. F. Gabriel; timers, Arthur Brown, Bernard J. Logue; scorers, W. Frank, H. Hooper, E. Driver, C. Barley; referee, Captain Ruth, Prospect Shooting Association.

The summaries.

One mile novice—Won by Ernest Sampson; second, T. F. Emmart; third, Herman Kammam; fourth, Harry Hubbard. Time, 2:29.

One mile open—Won by Arthur L. Boehm; second, Herman King; third, Harry Stuler; fourth, Ernest Sampson. Time, 2:27.

One mile exhibition—Nicholas G. Grimmel, the champion of American. Time, 2:38⅕.

Two mile handicap—Won by Ernest Sampson (50 yards); second, Herman Klag (50 yards); third, Harry Stuler (150 yards); fourth, Herman Kamman (100 yards); fifth, Harry Hubbard (100 yards); sixth, Harry Lindemon (scratch); seventh, Fred Welsh (scratch); eight, Wm. Godell (300 yards); ninth, Louis J. Lenning (100 yards); tenth, N. G. Grimmel (100 yards). Time of first, second and third men, respectively, 4.51, 4:52, 4:54.

Championship of Maryland—Won by Freddie Welsh, Baltimore Bicycle Club, paced by George W. Rogers. Time, 9:50. Second, Harry Hubbard, Highland Wheelmen, paced by Porter Bond. Time, 10 minutes flat. Third, Herman Klag, Broadway Bicycle Club, paced by Andrew Winfield Rupp. Time, 10:30. Fourth, Harry Lindemon, Baltimore Bicycle Club, paced by J. Chrul. Time, 10:40.

Motorcycle Events.

Miss Sylvia Michel, "Maryland's Motorcycle Maid." Time, 10:29. Riding 3 horsepower Reading-Standard.

Heat race, belt drive machines, three miles—Won by James Moore (Reading-Standard); second, George W. Rogers (Reading-Standard); third, Paul Desser (Yale). Time, 4:40.

Heat race, chain drive only, three miles—Won by George D. Weber, Jr. (Light); second, James Moore (Reading-Standard); third, Louis J. Siegel (Reading-Standard). Time, 5:05.

Five mile open machines—Won by James M. Hepbron (Reading-Standard); second, Porter Bond. Time, 7:27.

Australian pursuit race, Miss Sylvia Michel against Andrew W. Rupp—Won by Miss Sylvia Michel, 3 horsepower Reading-Standard; 3¼ miles. Time, 5:25.

Australian pursuit race between James Moore (Reading-Standard), Porter Bond (Indian), George W. Rogers (Reading-Standard) and James M. Hepbron (Reading-Standard)—Won by James M. Hepbron; 5¼ miles. Time, 7:24.

Independence Day in California.

The Tri-Cities Motorcycle Association, of California, held its annual race meet on Independence Day at Association Park, between Redlands and San Bernardino. The stands were filled to their full capacity and the fans were kept on edge by witnessing no less than six accidents in the ten events on the card. Will Scott, of San Bernardino, was probably fatally injured as the result of losing control of his machine and crashing into the fence with such force that twenty feet of fencing was ripped away. His machine was a total wreck. The fastest time was made by Graves, of Los Angeles, who circled the mile on a Flying Merkel in 51⅖ seconds. The summaries:

Five mile, fully equipped, stock, 31 cubic inches and under—Won by Knappe (Indian); Peck (Excelsior), second; Shaw (Excelsior), third. Time, 5:30⅖.

Five mile, fully equipped, stock, 48 cubic inches and under—Won by Knowles (Indian); Donald Johns (Indian), second; Gans (Indian), third. Time, 5:01⅕.

Five mile, stripped stock, 58 cubic inches and under—Won by Montgomery (Indian). Time, 5:19⅖. For fouling in this event, Peck was ruled out of the rest of the meet.

Five mile, stripped stock, 61 cubic inches and under—Won by Don Johns (Indian); King (Thor), second; Warman (Indian) third. Time, 4:41⅗.

Three mile, free-for-all, novelty race—Won by Don Johns (Indian); King (Thor), second; Warman (Indian), third. Time, 4:42⅖.

Five mile, free-for-all, 31 cubic inches and under—Won by Knappe (Indian); Verrill (Excelsior), second; Mulvihill (Thor), third. Time, 5:59⅖.

Six mile challenge relay race between the Riverside, Redlands and San Bernardino. Riverside won by default.

Ten mile free-for-all, 58 cubic inches and under—Won by Knowles (Indian); Bueneman (Thor), second; Shaw (Excelsior), third. Time, 9:58⅖.

Five mile free-for-all, 61 cubic inches and under—Won by Don Johns (Indian); Warman (Indian), second; King (Thor), third. Time, 4:48⅗.

Free-for-all half-hour race—Won by Bueneman (Thor, twin); Mulvihill (Thor, single), second. Distance, 29¾ miles.

Vice-president Whitney, of the F. A. M. Western District, has appointed A. F. Gregor, of Detroit, Mich, state commissioner for Michigan. Gregor's address is 75 W. Fort street, Detroit.

HUYCK AND CLARK DEFEAT HART

Cross the Tape in the Order Named in the Ten Mile Race at Milwaukee.

The ten mile free-for-all, 61 class, proved to be the feature of the day's racing held at the state fair grounds, Milwaukee, under the auspices of the Milwaukee Motorcycle Club on the Fourth. There were four entries in the race—Sporleder on a Waverly; Huyck on a Merkel; Hart, Indian, of course, and Klark, on an Indian. Sporleder was passed in the third mile, and dropped out on the next lap, and then Freddy Huyck began to show dust to the other two, soon leading by a good margin. It was apparent before long that he could not be headed and the race resolved itself into a neck and neck battle, between Hart and Klark, for second place. The riders seemed so evenly matched that for the rest of the distance they were practically riding in a dead heat, neither gaining perceptibly at any time, until near the tape. Entering the stretch Klark made a wonderful dash, forging ahead and crossing the line three-fifths of a second ahead of Hart.

There were nine events on the card, but there was very little contesting for first honors, the fighting all being done for second place. A. G. Chapple, on his Flying Merkel, in a trial against time, endeavored to lower the track record of 52 seconds, but he was away off, finishing the mile in 1:00⅘. An unusual feature was the novelty race for newsboys. The boys rode for a distance of a mile, and at every quarter had to deliver and count newspapers. A cup was offered for the boy making the best time, and Charley Buff, on a Harley-Davidson, was first, negotiating the distance with stops, in 2:35. Summaries:

First race, one mile newspoys' race—Won by Buff (Harley-Davidson); second, Robinson (Pierce); third, Landish (Harley-Davidson). Time, 2:35.

Second race, five mile novice for those who never took first, second or third, strictly stock road equipment—Won by C. Fiske (Indian); second, L. Fiske (Indian); third, C. Swenson (Harley-Davidson). Time, 6:18⅗.

Third race, five mile open, 30.50 cubic inches, 4 horsepower racing machines—Won by Sporleder (Waverly); second, Huyck (Merkel); third, Ollerman (Harley-Davidson). Time, 5:05⅘.

Fourth race, ten mile stock, 30.50 cubic inches—Won by Wade (Indian); second, Hart (Indian); third, Becker (Harley-Davidson). Time, 10:53.

Fifth race, ten mile open, 30.50 cubic inches, 4 horsepower—Won by Huyck (Merkel); second, Ollerman (Harley-Davidson); third, Comstock (Harley-Davidson). Time, 10:27⅖.

Sixth race, ten mile stock, 30.50 cubic inches, 4 horsepower—Won by Timmions (Indian); second, Becker (Harley-Davidson); third, Daine (Harley-Davidson). Time, 11:34⅘.

Seventh race, ten mile open, 30.50 cubic inches, 4 horsepower racing machines—Won by Sporleder (Waverly); second, Huyck (Merkel); third, Ollerman (Harley-Davidson). Time, 9:46⅕.

Eighth race, ten mile, free-for-all, limited to 61 cubic inches, 7 horsepower—Won by Huyck (Merkel); second, Klark (Indian); third, Hart (Indian). Time, 9:19⅕.

Youngsters Race in Toronto.

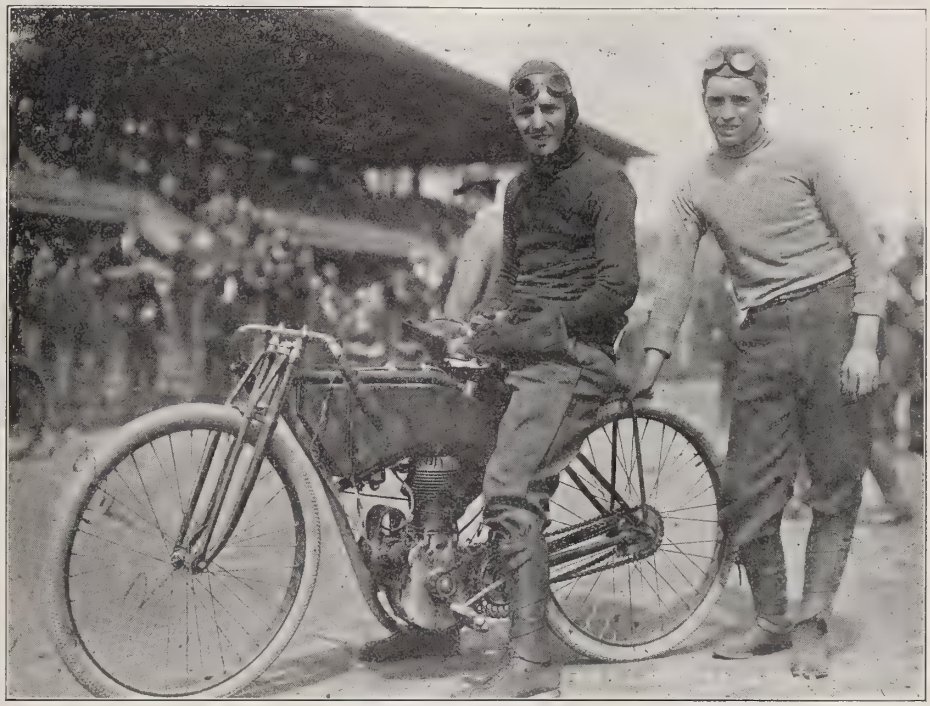
A whole crop of kid riders are springing up at Toronto, Ontario. Following the splendid racing of Tommy Smith, a 14-year-old lad, on a "Motorsococh," at the Eaton Coronation Day games, Harold Cole, aged 16 years, trotted out with a 7 h. p. twin-cylinder Indian racing machine and promptly took the measure of a number of more experienced riders in a five mile free-for-all at the Waterloo bicycle championships on July 1st. The kids get there, apparently, because of their lack of fear and because they appear to have no desire to save their necks. Cole covered the distance in 9:04.

For his performance of the week previous, Young Smith, who has earned the name of "Dare-Devil," was presented with a $40 gold watch by Mr. John Eaton, head of the big departmental store of T. Eaton & Company. Although the boys ride different kinds of machines entirely, it is probable that they will be matched in some sort of a race to test their relative merits. It ins possible that the sport amongst the youngsters may not be encouraged, however, on account of the danger.

GOOD RACING AT DETROIT

Hart, Teubner and Klark in Several Events —Wall Street "Rocket" Loses Ten Mile Race.

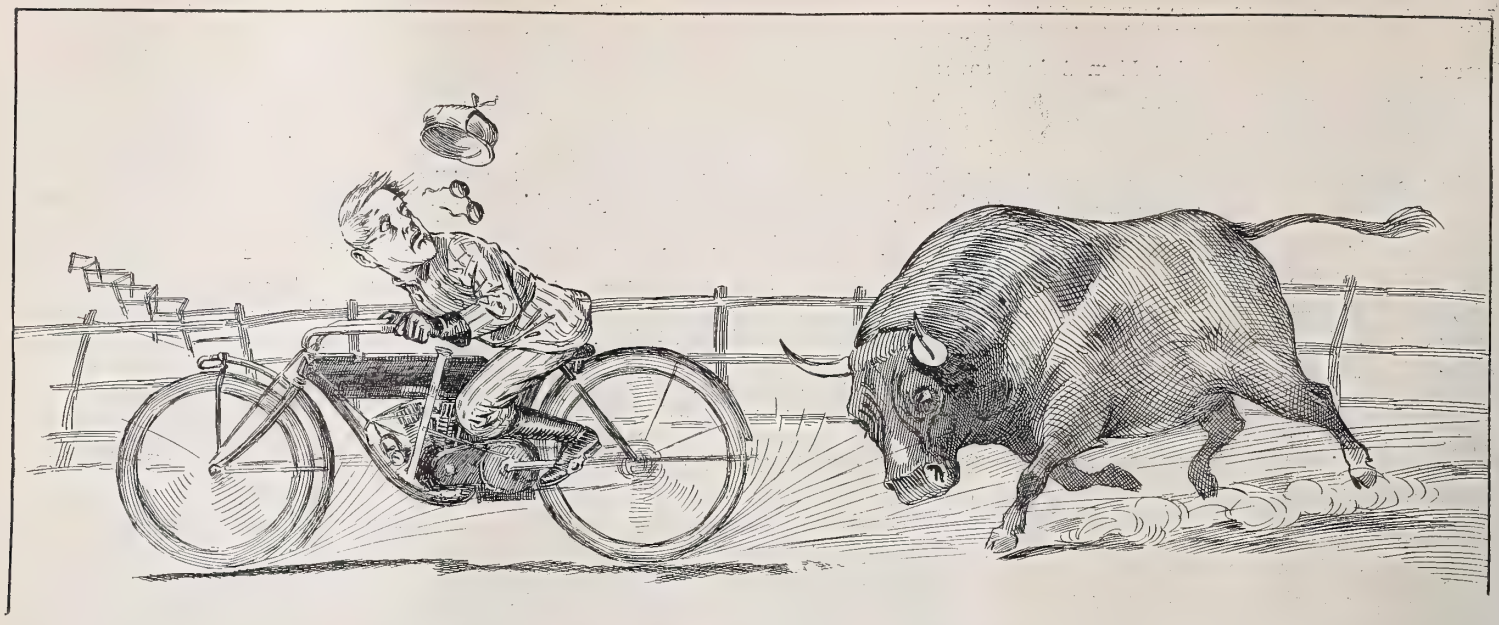
Those two dear rivals, Frank Hart and W. J. Teubner, who rather would race each other than to do anything else that could be named, and who have been perambulating on the Middle Western circuit for the past week, got together on the fair ground track at Detroit, Mich., on the 4th inst., and served up to the big crowd some of the spiciest speed dishes that Detroiters ever have tasted.



W. J. TEUBNER, WINNER OF TEN MILE AT DETROIT.

Three times the Eastern fliers burned gasoline together, and twice Hart raked the chestnuts of victory out of the fire, while Teubner got the other. The Wall street rocket did his best work of the day in the miss and out, when he slicked off five miles in 4:31⅖, mighty good for a dirt platter. It is a local track record, of course, but some bunko artist told a reporter that Hart had shaved 20 seconds off of the figures made by DeRosier at Springfield. All of DeRosier's riding at Springfield has been done on the Stadium, and it is ridiculous to compare dirt tracks records with board figures.

The half-hour race was the big type event on the card. Hart led all the way but Tuebner clung to his rear wheel all the way, ever ready to take advantage of an opportunity to take the lead and keeping the pressure on Hart. Don Klark, the local pride, had a mortgage on third place until the 25th lap, when his oil gave out and he faded away, leaving Lee to fill the vacancy.



One of the Attracions of a Red Machine.

Klark was quite prominent in the other events, however, for he lost a tire, took a sumble and wrecked his machine in the 10 mlie open. It did not feaze the Detroiter much, for he went into the next race, 10 mile for singles, and won it, although Teubner worried him considerably and had the lead for three laps. After the sixth mile Klark's chances grew brighter, and he won by a sixteenth of a mile. Lindaman got away to a poor start in the novice but won handily by pretty riding. Summary:

Five mile novice—Won by Lindaman (Indian); second, H. Chamberlain (Indian); third, H. Dougherty (Indian). Time, 5:30⅘.

Ten mile open, 61 cubic inches—Won by W. J. Teubner (Merkel); second, Frank Hart (Indian); third, R. C. Mahone (Indian). Time, 8:59⅗.

Miss and out, 61 cubic inches—Won by Frank Hart (Indian); second, W. J. Teubner (Merkel); third, F. Kirk (Excelsior). Time, 4:31⅖.

Ten mile open, 30½ cubic inches—Won by Don Klark (Indian); second, W. J. Teubner (Merkel); third, Weltzman (Merkel). Time, 10:15⅖.

Half-hour open—Won by Frank Hart (Indian); second, W. J. Teubner (Merkel); third, Bert Lee (Merkel). Distance, 31⅛ miles.

Motorcycle Carnival Interesting.

An elaborate all day program was carried out on July Fourth, at Walbrook, Maryland, in which was included a motorcycle carnival, the first of its kind ever held in the history of the sport, it is said. The middle of North avenue was elaborately decorated, and three arches, from which were suspended half an inch iron rings, were erected on the north side of the thoroughfare. Through these arches, fifty motorcyclists, clad in white suits, and armed with the regulation twelve foot lancet, charged, at the rate of twenty miles an hour. Thousands of spectators lined the sidewalks and watched the event, and a squadron of police had difficulty in keeping the throngs back of the ropes.

Much to the surprise of everyone, Capt. W. S. Fisher, of the Baltimore Motorcycle Club, the oldest rider in Maryland, entered the event with a determination to win, but the fates seemed to be against him. In fact he was greatly handicapped, for instead of riding his machine as he usually does, he decorated it elaborately with the national colors, bunting, flowers and flags of every description. Over his machine he built a canopy of flowers and bunting, and in his charges through the arches, this swayed to and frfo, thus throwing his lancet out of position. Nevertheless, this young-old man made a good showing, and was applauded time and again. His machine was voted the best decorated in the city, during the exhibition. All of the prizes were won by members of the Maryland Motorcycle Club. The winners were:

First, W. Standeford, motorcycle speedometer; second, Elmer Snyder, motorcycle lamp; third, Rodger Wilkins, cyclometer; fourth, S. Boblitz, tool bag.

Another Outing for Indianapolis.

The Indianapolis motorcyclists will be treated to another dealer's outing next Sunday, when over a hundred riders will be the guests of the H.-B. Motor and Cycle Company at the summer cottage and camp of the members of the firm, five miles north of Indianapolis on White River. The Indianapolis riders have been treated to chicken dinners and picnics by G. H. Westing and Gus Habich, and now John Hohl and Ray Scott of the H.-B. Motors and Cycle Company, are going to try to outdo both of the other dealers next Sunday. It was just a week ago from last Sunday that the Indianapolis boys went on the Habich outing and they are ready for another one now. Like the Habich run, the run next Sunday is to be open to all riders in the city regardless of the make of machine that they ride. The H.-B. Motor and Cycle Company is a young concern at Indianapolis, but it is ranked as one of the liveliest. They handle the Yale and New Era motorcycles.

John Hohl, and his partner, Ray Scott, have an ideal place for an outing. They have one of the prettiest pleasure spots in Marion County. Near White river, or rather on White river, the two have a large cottage under some large oak trees. There are many swings hanging frfom the trees and there is a big hill back of the cottage. John Hohl has a houseboat that is kept on the water nearby. Scott has a big launch capable of holding a dozen people, and there are also about a dozen canoes and flat boats around the camp. All these will be placed at the disposal of the Indianapolis motorcyclists. The usual picnic games are going to be held and good prizes will be awarded.

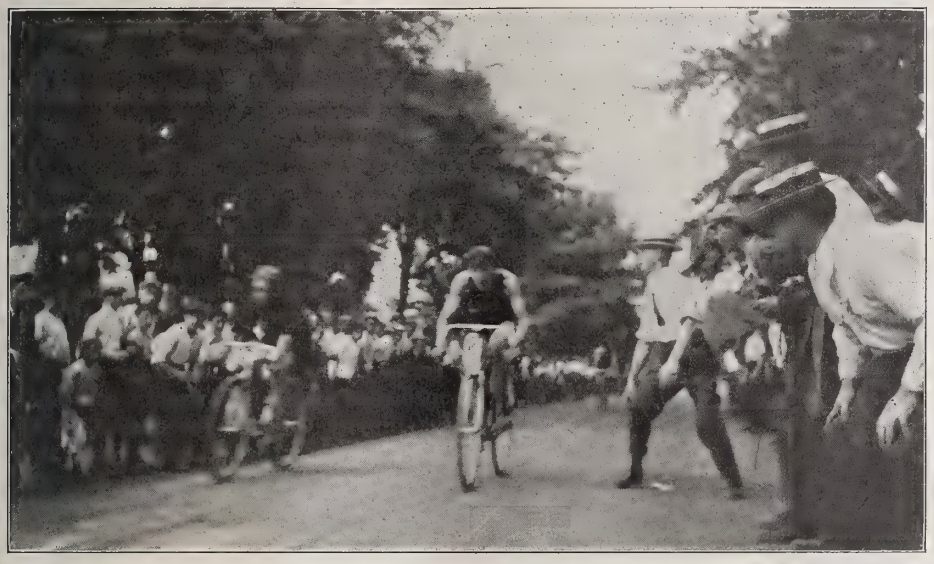
Toronto Fans to Attend F. A. M.

Toronto fans are looking forward with great interest to the coming championship races of the F. A. M., to be held at Fort Erie, and will likely attend the meet in a body on one of the days which they will try to make a "Canadian Day." American visitors are warned not to do much fast riding on the Canadian side of the Niagara frontier, especially on the Beamsville to Grimsby road, where the farmers are veryh ostile towards both automobilists and two-wheel straddlers. Some are known to "grease" the road, while two motorists have had their back tires destroyed by charges of shot.

BENZ THE WINNER AT RAHWAY

Over a Quarter of a Hundred Start in Quarter-Century Race with Thermometer at the Century.

In a sweltering sun, with the thermometer at 100, the 25 mile handicap bicycle road race of the Pierce Cycle Clubs of Perth Amboy and Rahway, N. J., was held on July 4th. There were over 100 entries, with 75 starters on the mark when Starter Sam Bernett started the limit men off at 3 P. M., with the different squads at later intervals of 1 minute and the scratch men at 3.07.



WINNER CROSSING THE LINE.

There were over 500 spectators at the finish to see the race, and when Frommeyer, of the Empire City Wheelmen, and Wm. Benz, of Princes Bay, N. Y., made the turn at 16½ miles they were given loud applause. Quite a few of the riders quit at the eight mile turn and refused to ride any further, claiming that the heat was too much for them, and they felt as if they were riding over a hot furnace. One rider claimed that he had lost five pounds in covering the eight miles. Wm. Napier, of the Empire City Wheelmen, who won the 50 mile race of the Century Road Club of America, on the previous Sunday, quit at the fifteen mile turn and said that it was the hottest day for a race that he remembered in the fifteen years that he has been riding. Out of seventy-five starters, there were only forty left at the sixteen mile turn, and some of them could barely keep moving on account of the intense heat, while the perspiration was running down their faces in rivulets. The course was in very good condition, and if it were not for the heat very good time would have been made.

Peter Sorenson, of the Empire City Wheelmen, tried to pass an automobile on the right, and the automobile swung over towards the curb, going right over his wheel, completely demolishing it and giving Sorenson a mass of bruises. He narrowly missed having his legs broken at the same time.

Wm. Benz, of Prince Bay, Staten Island, with a handicap of five minutes, won the race in a stirring finish, with Chas. H. Tomason, of Pleasant Plains, S. I., and Lawrence G. Hoppe, of the Empire City Wheelmen, crossing the tape in the order named. Jack Townsend, of the Irish-American Athletic Club, who rode from scratch, dropped unconscious as he was being lifted from his wheel, the strain of riding the race being too much for him.

Stanley Carmen, a new recruit to the ranks of the New England Wheelmen, won first time prize, covering the course from scratch in one hour, five minutes, fifty-five and one-fifth seconds. He beat out the other riders, consisting of John Becht, of the Empire City Wheelmen, Jack Townsend, of the I. A. A. C., and J. G. Kopsky, his team mate, of the New England Wheelmen, in one of the prettiest sprints seen on the road in recent years. The sprint started a half mile from the tape, with John Becht in the lead, Carmen and the rest hanging on to his rear wheel, when within five feet of the tape Carmen, with a wonderful spurt, crossed the tape with a half a wheel length to the good.



WM. BENZ AND C. H. TOMASON.

Protest was filed with Referee Adee, of the N. C. A., against Jack Townsend, of the I. A. A. C., for interfering, but Referee Adee did not allow it. Referee Adee stated that he would disqualify any rider against whom a charge of interfering was made and proved, and would suspend him for thirty days for the first offense and ninety days for the second.

The results of the race are given below in detail:

No.	Name and Club.	Handicap.	Time.
1	Wm. Benz, Prince Bay..	5	1:08:01
2	C. H. Tomason, Pleasant Plains, N. Y.....	5	1:08:01⅕
3	L. C. Hoppe, E. C. W..	5:30	1:08:01⅖
4	C. A. Frommeyer, E. C. W.	5	1:08:01⅗
5	J. Coote, unattached....	2.45	1:08:40
6	S. Carmen, N.E.W...Scratch		1:05:55⅕
7	Jack Struber, E. C. W..	1.30	1:07:25⅖
8	John Becht, E. C. W. Scratch		1:05:55⅗
9	J. G. Kopsky, N.E.W. Scratch		1:05:55⅘
10	J. Townsend, I.A.A.C. Scratch		1:05:56
11	A. Hausenbauer, C.R.C.A.	1.30	1:07:26⅕
12	F. Harenburg, Newark..	4	1:09:56⅖
13	O. Sanger, Ardsley, N.Y.	4.30	1:10:26⅗
14	Al. Riker, unattached...	2.45	1:08:41⅘
15	M. Shulman, unattached.	3.30	1:09:27
16	A. D. Dawson, C.R.C.A.	3	1:08:57⅕
17	Thos. Kennedy, E. C. W.	3.30	1:09:29
18	Walter Pofahl, B. V. W.	3	1:08:57⅖
19	C. Hansen, Jr., E. C. W.	4.30	1:10:27⅗
20	A. Saskey, W'msbridge.	4	1:09:57⅗
21	G. Wogton, Linden, N.J.	7	1:12:58
22	Wm. Drake, R. B. C....	4	1:12:55
23	S. Weinberg, E. C. W...	7	1:12:58⅕
24	H. L. Lind, B'klyn, N. Y.	3	
25.	E. Johnson, P'th Amboy	5	
26	E. Simon, Plainfield, N.J.	3	
27	R. Guldberg, R. B. C....	4	
28	B. Philips, Plainfield, N.J.	4	
29	B. Bergman, unattached.		

Time Prizes.

1	S. Carmen, N. E. W..Scratch	1:05:55⅕
2	J. Becht, E. C. W....Scratch	1:05:55⅗
3	J. G. Kopsky, N.E.W. Scratch	1:05:55⅘

Natural Result of Foolish Stunt.

A race between a Big Four train and a man and wife on a tande mmotorcycle, near Anderson, Ind., was pulled off this week. It was an impromptu affair and the express train was the only one that crossed the finish line. The couple would not give their names, and if anyone wishes to see them he might call at the hospital at Anderson, for while they were racing with the train they went off into a ditch in the road and were painfully injured. The report from Anderson says: "The machine remained at the scene of the accident."

ANDREWS CANADIAN CHAMPION

Nine Thousand Cycle Fans Witness Titular Events—Nearly Sixty Starters—Forty-nine in One Race.

Riders from all points of the Dominion met at Waterloo, Ontario, on July 1st, for the Canadian bicycle championships and, as expected, Walter Andrews, of Toronto, the 1910 champion, again captured the coveted title, although he won only two of the four championship races, which were witnessed by a crowd of 9,000 persons.

"The Big Train," as Andrews is called, was not in it in the short-distance races, the quarter-mile going to Gordon McMillan, of Toronto, and the half going to a dark horse in the person of Gus Hogben, of Hamilton, Ontario. The latter caught the cracks napping and beat the big field to the tape in a jump. His victory created somewhat of a sensation, as he only won his novice a little over a month ago. Andrews proved best in the one and five mile titular events, riding his usual heady race, although he was accused afterwards of having bumped a couple of his rivals.



THE TECUMSEH BICYCLE CLUB OF TORONTO, WINNER OF DOMINION TEAM CHAMPIONSHIP. AT THE RIGHT IS CAPTAIN M'MILLAN

Never before had so many competitors been gathered together for such a meet. The entry list showed almost sixty names, and forty-nine started in the two mile handicap, which was captured by the limit man, L. Fry (350), of Toronto.

The Tecumseh Bicycle Club of Montreal won the club championship mainly through the riding of Gordon McMillan, the captain of the club.

Two motorcycle races were billed to be run off, but these races were somewhat marred by the action of the C. W. A. officials, who decided that the motorists could not start until they promised to throw in their lot with the Wheelmen's Association. The motorists drew off, but after the C. W. A. men had left the grounds, got busy and held their events, the result of which were not ascertainable. The summary:

Final quarter-mile championship—Won by Gordon McMillan, Toronto; second, Bill Smith, Toronto; third, Doc Morton, Toronto. Time, 0:33.

One mile, boys sixteen years of age or under—Won by H. Simmons, Toronto; second, R, Staunton, Toronto; third, Albert Hunt, Toronto. Time, 2.32.

Final, novice—Won by D. Allen, Stratford; second, F. Brown, Stratford; third, George Watson, Toronto. Time, 2:23.

Half-mile championship—Won by Gus Hogben, Hamilton; second, Gordon McMillan, Toronto; third, Walter Andrews. Time, 1:19⅗.

Final, 2:40 class—Won by R. Brady, Toronto; secand, J. J. Golden, Toronto; third, D. Allen, Stratford. Time, 2:22.

One mile championship—Won by Walter Andrews, Toronto; second, Gordon McMillan, Toronto; third, T. Bulger, Toronto. Time, 3:56.

Two mile handicap—Won by L. Fry, Toronto (350); F. Shaw, Toronto (350); P. Slatterie, Toronto (200). Time, 4:35.

Five mile championship—Won by Walter Andrews, Toronto; second, G. McMillan; third, Ed Scott, Montreal. Time, 13:44.

Prizes for New Members.

Indicating its belief in the theory that an incentive is a great producer of results among men, the Boston (Mass.) Motorcycle Club has offered prizes to the members who bring in the largest number of applications for membership in the next 30 days. The club expects to affiliate with the F. A. M. as a 100 per cent. club within a month, and it is expected that a large delegation will go in the Eastern tour to Buffalo, as unusual interest is being manifested in the outing by Boston riders.

AN EARLY BIRD HANDICAP

Empire City Wheelmen Wisely Start Road Race Early—Good Time in Spite of Heat—Smith Wins.

The Empire City Wheelmen, of Brooklyn, N. Y., held what they called an "Early Bird Handicap" on Independence Day, starting at 22nd avenue and going down the Cycle Path. The event was thus styled, because of the terrific heat, it was wisely decided to start the race at 8 o'clock in the morning. In spite of this, however, there were seventeen starters, and remarkably good time was made. The distance was for five miles, and the winner was R. B. Smith, who had a one minute handicap. A. H. Rhodes, with one-minute, one-second, crossed the line next, and Frank Mehrman, one minute and thirty seconds, was third. Besct, Struber, Fisher and Schuester, who started from scratch, were only about one hundred yards behind the winners at the finish. The time of the winner was 12:31.

Their organization is one of the largest cycling clubs in existence and its members figure prominently in practically every event within reasonable distance of New York. Plans are now under way for an open race meet of six events, to be held by the Empire City, on the one-half mile dirt track, which is particularly good, at Dongan Hill, Staten Island. The date has not been definitely settled, but it will probably be some time the first part of August. Sam Barnett is chairman of the committee of arrangements.

Road Race of Overland Wheelmen.

Riding a hard race against a large field of entries, James Fisher, a local amateur, won the second annual road race of the Overland Wheelmen, held on the sixteen mile Hollywood course, Los Angeles, Cal., on the 4th inst. C. H. Merkle, timer, sent the scratch men, five in number, away at 8:20. Fisher had nine minutes and finished the race in forty-eight minutes flat, coming in one minute ahead of Edward Sundmacher (ten minutes), who was second. John Mersch was third, with the time of fifty-four minutes, and Albert Menasco (six and a half) finished fourth, his time being fifty-four minutes and fifty seconds.

Bond and Palmer, the San Diego men, pedalled all the way from the southern city, and as a result were not in condition to stand the hard grind. Palmer dropped out after going a few miles. Bond finished the race, but his time was naturally slow.

The following men were in charge of the course: Timer, C. H. Merkle; referee, Buck King; judges, Will Heppler and F. Garrett; checkers, Ralph Reynolds, Clayton Tobey and George Smith. Two men had the limit of 11 minutes, and twenty-nine men all told started. The course was in good condition, making the good time possible.

A Bit of History

Ever since endurance contests were first heard of, one motorcycle has above all others distinguished itself by its remarkably consistent performances in these contests.

That machine is the

HARLEY-DAVIDSON

Way back in 1906 the biggest and most important contest of the year—that held by the Chicago Motorcycle Club—was an easy thing for the Harley-Davidson.

Take the trouble to look up the records of the 1907 F. A. M. contest and see how the Harley-Davidson accounted for itself.

Then the 1908—but what's the use—where is the man that hasn't heard of the winning by a Harley-Davidson rider of that famous 1000 plus 5 points (the extra 5 points for super excellent performance) and diamond medal—the biggest tribute ever paid a motorcycle rider in the history of motorcycling?

The Harley-Davidson proved its ability to score perfect in the 1909 F. A. M. run by winning more perfect scores in the single cylinder trade class in proportion to number entered than any other make.

1910 was a big Harley-Davidson year. In the F. A. M. run every one of the Harley-Davidson team finished the contest and finished with their machines in perfect condition.

Guy Webb's Harley-Davidson won the Minneapolis endurance run with all parts sealed.

N. L. Hillman, a private owner, won the Rhode Island Club's series of three endurance contests, and the classic Los Angeles contest furnished another crop of Harley-Davidson Perfect Scores.

In the Western F. A. M. run there were 5 private owner Harley-Davidson riders started—all finished perfect, and R. E. Underhill, riding a single cylinder Harley-Davidson, rode 2561 miles in 12½ days in the elimination trials for the Chicago American Private Owner's Cup. This record has never been equalled by any rider, anywhere, in any endurance contest.

And this year the "Gray Fellows" started out by winning fourteen Perfect Scores out of a total of fourteen starters in the Cleveland 3 Day Contest; the New Jersey 24 hour run, and the Peninsular Club's contest.

In addition to all this the Pilot Harley-Davidson scored perfect in the Savannah run maintaining the schedule of 31 miles per hour throughout the whole run.

The most important feature in any motorcycle is endurance, which is only another name for service, and there is more "service" in a Harley-Davidson than in any other motorcycle made.

Harley-Davidson Motor Company

789 - L - Street Milwaukee, Wis.

OUTING RUN OF CENTURY CLUB

Go to Bayonne, N. J., and Enjoy Day's Fun—Win Ball Game from Acme Wheelmen.

With thirty-six riders in line the Eastern Division C. R. C. A., held their Outing Run, starting from Columbus Circle, New York City, at nine o'clock a. m., Sunday, July 2nd, taking the 42nd street ferry to Union Hill, where they were met by the invited Hackensack riders. Continuing the journey down the Hudson Boulevard to the checking station at Guest's, in Bayonne, which was reached at 11 o'clock, the road



ON THE ROAD TO BAYONNE.

was found to be in perfect condition and the long line of riders attracted considerable attention. The ice cream parlor was the first attraction in Bayonne, and after the riders had their fill of sodas, bicycles were checked at the Jersey Division Clubhouse, and teams composed of members of the Acme Wheelmen and members of the Century Road Club Association, lined up for a five inning baseball game. The sun being very hot, even before the game started, it was decided, at the end of the first inning, and with a score of 2 to 0 in favor of the Acme's, to make the game a three inning affair. The final score was 5 to 3 in favor of the Association. Daly's great pitching with Lexow as catcher, and Polacsy stealing bases and making a home run proved too much for the Acmes. A return game will be played in connection with the annual Bath run to Midland Beach on July 30th, and the two teams are preparing for a hard struggle.

After the baseball game, all adjourned to the shores of Newark Bay, where the majority went in bathing, while the rest went rowing. After this sport came dinner, and after a long rest, the scheduled races were begun at 3:30 p. m. There was no entry fee charged for these races and there were quite a few contestants in each event.

These races were run on a straightaway course one mile in length and were well patrolled by motorcycle policemen and no accidents took place to mar the day's pleasure. On arriving at Bayonne the captain of the Run counted riders and found a total of 55. This was actuated by the fact that the late arrivals at Columbus Circle caught the ten o'clock boat instead of the nine-thirty as per schedule. The summaries:

One mile open, 23 starters (merchandise prizes)—Won by J. Schmid, Acme Wheelmen; second, H. Lilienthal, C. R. C. A.; third, I. Higgins, Acme Wheelmen.

One mile handicap for Bayonne riders—Won by A. R. Guest, C.R.C.A. (gold medal); second, H. M. Murdock, unattached (silver medal); third, O. L. Moore, C. R. C. A. (bronze medal).

Two mile open handicap, 14 starters (merchandise prize)—Won by H. Terhune, C. R. C. A., time 5:35⅕; second, R. Ford, Acme Wheelmen, time 5:35⅖; third, F. Eberhardt, Acme Wheelmen, time 5:26.

One hundred yard slow race, 30 riders (merchandise prizes)—Won by J. du Bruyn, Acme Wheelmen; second, F. Lilienthal, C. R. C. A.; third, H. Jaeger, C. R. C. A.

Half-mile junior race (for riders under 16 years)—Won by H. Jaeger, C. R. C. A. (gold medal); second, A. R. Guest, C. R. C. A., (silver medal).

Half-mile open (for Bayonne riders)—Won by C. Jaeger, C. R. C. A. (gold medal); second, John Daly, C. R. C. A. (silver medal); third, O. L. Moore, C. R. C. A. bronze medal).

The next club run is for Sunday, July 16th, to Greenwich, Conn., where our members from that state will endeavor to entertain all comers. The following run is the Bath Run, as above mentioned, in which run will also be included a one mile open bicycle race. As usual, all riders caring for runs or outings of this sort are cordially invited to attend. Invariably the runs start promptly at 9 a. m. from Columbus Circle, New York City.

Fort Wayne Riders Begin Long Jaunt.

Fort Wayne, Ind., is watching with interest the progress of a 2,000 mile motorcycle trip just undertaken by two enthusiastic motorcyclists—Will Jordan and Hubert Sallot. The riders went direct to Toledo from Fort Wayne, then to Detroit. Their intention is to cross to Canada and ride to a point opposite Cleveland, crossing by boat and proceeding to Buffalo, Niagara Falls and Brockton, Mass.

FISHER WINS MILE HANDICAP

Starts in Marathon but After Accident is Affected by Heat and Forced to Quit in Nineteenth Mile.

When a rider who has been following the bicycling racing game for ten or twelve years states that the prizes offered in any event are the best he has ever seen, there can be no possible doubt about the truth of the statement, and such a remark was passed in regard to the prizes awarded in the bicycle races held at Loughlin Oval, Long Island City, on July 4th, under the auspices of the Roebling Athletic Club. In spite of the extreme heat, good time was made in all of the races, and there were twenty-seven starters in the marathon handicap, a distance of twenty-six miles, three hundred and eighty-five yards. In the latter race, Schuester and Fisher lapped the field inside of the three mile mark. In the fourteenth mile Fisher pulled a puncture, necessitating his taking another wheel and losing a lap. He changed back to his own wheel in the seventeenth mile, but on the nineteenth was affected by the heat and was forced to drop out. The summaries:

One mile—Won by Franklin Fisher, Irish-American A. C.; second, A. Coliza; third, R. B. Smith, Empire City Wheelmen.

Five mile open—Won by Fisher; second, Schuester; third, Orlando. Time, 14:12.

Marathon handicap, 26 miles 385 yards—Won by Schuester; second, Gumgoltz; third, Smith. Prizes: first, Iver Johnson "special" racer; second, Armstrong tires, with racing wheels; ten prizes in all in this event.

Good Racing at New Haven.

There was exceptionally good cycle racing at the Lighthouse Point track, New Haven, on Thursday night, the 6th inst. Goulett took the 25 mile professional, beating Fogler out in the stretch, with Krebs third. The summaries:

One-quarter mile record trial, professional—Won by Kramer, time, 24⅖; Goulett, 24⅘; Clarke, 25 flat; Fogler, 25⅕; Fenn, 25⅗; Schwab, 26 flat; Hill, 26.

Twenty-five mile open, professional—Won by Goulett; Fogler, second; Krebs, third. Time, 56:30.

One mile novice, amateur—Won by J. Frank; A. J. Bertram, second.

Two mile handicap, amateur—Won by J. Millar; second, H. Jehan; third, T. Jehan. Time, 5:44.

After Speedsters in Indianapolis.

It will be twice as hard for Indianapolis motorcyclists and other speed merchants of that city to get away from the police in future as it has been heretofore, for the common council has appropriated $650 for two additional motorcycles. The motorcycle squad now will consist of four men.

The right thing in the right place.

THIS handsome little device in the rear wheel has done more to bring back cycling than anything else. It alone gives the rider absolute control of his machine, halves his pedalling exertion and takes all of the hard work out of cycling. It doubles the pleasure of riding, to business or for recreation. It makes all hills safe, all roads free from danger and all distances seem short.

It is easily sold because it is guaranteed and has behind it the recommendation of three million satisfied users.

The New Departure Manufacturing Co.

BRISTOL, CONN.

Coaster Brake Licensors



KRAMER GETS SIX HOUR RACE

Clarke Crosses the Tape First, But is Disqualified for Teaming—MacFarland Fined.

Thundering protest greeted the disqualification of Jackie Clarke for alleged teaming with Alfred Goullet in the final sprint of the six-hour team race at the Newark Velodrome on the Fourth. The race, so far as the closest observer could detect, was absolutely straight and on the level, and the victory won as fairly as any race ever run. Consequently, when Clarke crossed the line first, leaving Champion Kramer to take second place behind his shoulder, the cheers of the 3,000 spectators shook the whole coliseum. Three minutes afterward, to the astonishment of the entire assemblage, it was announced that Clarke was disqualified for teaming with Goullet. Then the joyous cries of the Clarkites died on their lips, and in their place groans filled the whole structure. Every one knew Clarke was in the finest form and had run one of the most brilliant races ever seen at the track, actually shaking off the whole field in the last half lap, and winning by a full length for the Clarke-Macfarland team. Hence, when the decision of the referee was announced, a wrathful storm of indignation overswept the entire assemblage, and the resultant scene was one of the most tumultuous ever beheld at the Velodrome.

As soon as he learned of the adverse decision, Macfarland rushed over to the referee and began deluging him with a tempest of objurgation, continuing this to his training quarters until finally his language became so insulting that Referee Bardgett fined him $25. Clarke and Goullet came forward, too, and stoutly denied the accusation of a frame-up against Kramer. But it was all in vain. The ruling stood and everybody moved up a peg, giving the race to the Kramer-Fenn team. Goullet came in fifth for the Goullet and De Mara combine. Goullet was disqualified, but Joe Fogler, whom Kramer also included in his frame-up charge, escaped, thereby saving himself and his teaming partner.

Only eleven of the fourteen teams finished. Of these, ten were tied for first place, even up to the final sprint. The Morton-Jones combination was a lap behind the others, due to a slow change of wheels after a puncture, and retired from the final heat, which was one of the most spectacular ever run at the track.

Following Kramer and Joe Fogler came John and Menus Bedell. Then Pedlar Palmer and Worth Mitten, through Goullet's disqualification hitched up a notch into fourth place; Krebs and Jokus followed for fifth; Schwab and Wells sixth; Scheller and Smith seventh; Root and Williams eighth and Morton and Jones ninth.

Thrilling in every feature, however, was the finish of the six-hour race itself. Even from the start the event engaged the eager attention of the spectators who had all along been dwelling on the outcome with a fervent and almost uncontrolled expectancy.

Clarke, Kramer, Goullet and Fogler were the sprinters for their teams and, consequently, were the ones to do the battling for final honors. The riders held back, leaving Goullet in the lead, Clarke followed, with Fogler and Kramer last.

On the last mile Root took the lead, Bedell second, Schwab third, with Goullet, Clarke, Fogler and Kramer following in the order named, which order was also maintained to the last lap, and three-quarters from home. Here Goullet jumped, taking the lead with the bell, with Clarke and Fogler almost on his back. Kramer at this point was fourth. They swept down past the grand stand and whirled the turn. Here as soon as the back stretch was gained, Clarke dashed into his sprint, shooting straight from Goullet's wheel, just as Kramer loomed up from Fogler's rear. The instant he hit the curve Clarke flashed by Goullet, taking the lead, while Kramer, high on the bank, went tearing by at a furious pace outside Fogler.

Astonishing was the speed of Clarke from that all-changing moment, and as he rounded into the home stretch he simply shook off the rest of the field. A full length ahead of Kramer he reached the tape, with Fogler third, John Bedell fourth and Goullet fifth. Finding himself beaten Kramer at once lifted his voice in protest, to the result that the cheering of Clarke's admirers was at once turned into yells of indignation.

The race started at 4:35 o'clock, and four of the five special hour prizes were won by Macfarland and Clarke. Clarke, who at all times showed remarkable speed, won the second and third, Macfarland the first and fifth, and Goullet the third. Right after Clarke had taken the fourth hour prize John Bedell started a sprint, and as Clarke was almost fagged, Bedell got half a lap before Fenn and Goullet could overhaul him. This was the sole attempt at lap gaining, and it perhaps might have been successful had Menus Bedell helped his brother John.

The first defection was at 9 o'clock, when Triebel fell sick, thus taking the Triebel and Bleecher team out of the running. Shortly after this mishap Morton and Jones lost their lap on the rule of changing in three laps, in case of puncture or other accident after the fourth hour. By 9:25 the pace became too hot for Ben Hill and Clarence Cameron, who decided to drop out, while Ryan and Magin disappeared at 9:30, after finding themselves too far behind the running. Ryan was penalized $5 for switching.

By far the distinct feature of the afternoon races was the victory of Clarke in the half-mile championship. A lap and a half from home Kramer was in the lead, when Fogler suddenly passed him, bearing around with him Clarke and Goullet. From this position of vantage Clarke sprinted from the middle of the back stretch and won, with Goullet second and Kramer third. Goullet took the two mile handicap from Macfarland after a hard struggle in the back bunch. The one-third mile amateur championship was won by Frank Blatz, Chester Smith second, Frank Cavanagh third and Alvin Loftes last. Summary:

Half-mile national championship, professional—Won by A. J. Clarke, Australia; second, Alfred Goullet, Australia; third, Frank L. Kramer, East Orange; fourth, Joseph Fogler, Brooklyn. Time, 1:23⅕.

One-third mile national championship, amateur—Won by Frank Blatz, Jersey City; second, Chester Smith, Baldwin, L. I.; third, Frank Cavanagh, Newark; fourth, Paul Pendleton, East Orange. Time, 45⅘.

Two mile handicap, professional—Won by Alfred Goullet, Australia, 30 yards; second, Walter De Mara, San Francisco, 105 yards; third, Willie Fenn, Bristol, Conn., 100 yards; fourth, Dave Mackay, Newark, 240 yards; fifth, Pedlar Palmer, Australia. Time, 3:45.

Three mile amateur handicap—Won by Alvin Loftes, Providence, R. I., scratch; second, Paul C. Heidrich, Newark, 50 yards; third, Bert Coen, East Orange, 180 yards; fourth, William Dankersluth, Newark, 240 yards. Time, 6:12⅗. Frank Cavanagh, Newark, 25 yards, finished first, but was disqualified for taking pole on inside.

Six-hour Race.

* Clarke and Macfarland.....	140 miles
Kramer and Fenn.....	140 miles
Fogler and Hill.....	140 miles
Bedell and Bedell.....	140 miles
* Goullet and De Mara.....	140 miles
Palmer and Mitten.....	140 miles
Krebs and Jokus.....	140 miles
Schwab and Wells.....	140 miles
Scheller and Smith.....	140 miles
Root and Williams.....	140 miles
Morton and Jones.....	139 miles

* Disqualified for alleged teaming.

STOLEN!

A Reward of $25.00

Is offered for the recovery of a nearly new FLYING MERKEL MOTORCYCLE No. 3145; double cylinder; 7 h. p.; orange color, top bar of frame slightly buckled near the head; equipped with 1¼-inch leather belt; glass bowl carbureter; had a Duck tandem attachment on at time of loss. STOLEN, May 20, 1911.

May 24th, nearly new 1911 EXCELSIOR MOTORCYCLE No. 1333; double cylinder; French gray, with red panel on tank; equipped with Stewart speedometer, 20th Century lamp, and Presto tank No. 1466; Duck tandem attachment.

$25.00 REWARD offered for information leading to recovery of either machine.

GEO. A. FAULKNER

232-12th Street, Cor. Alice OAKLAND, CAL.



YALE MOTOR-CYCLES

Not How Fast, But How Long

DAY LETTER

Form 2589 B

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This is an **UNREPEATED DAY LETTER**, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT — BELVIDERE-BROOKS, GENERAL MANAGER

RECEIVED AT

San Francisco, Calif., July 4, 1911.

Consolidated Mfg. Co., Toledo, O.

Edgar Woods riding Single Yale first rider in and makes perfect score in Endurance Contest San Francisco to Auburn and return. Veteran riders claim this the most gruelling contest ever held in America. 443 Miles, half distance over mountain roads, one hill over 4 miles long, average grade 15 per cent. reaching elevation over 3,000 feet. 36 starters, only 6 finished. Woods riding only Yale entered. Mailing photograph.

EDWIN F. MERRY.

The Yale has won every important Endurance Contest this season, demonstrating that SERVICE feature so essential in a real Motorcycle. YOU with the Red write today.

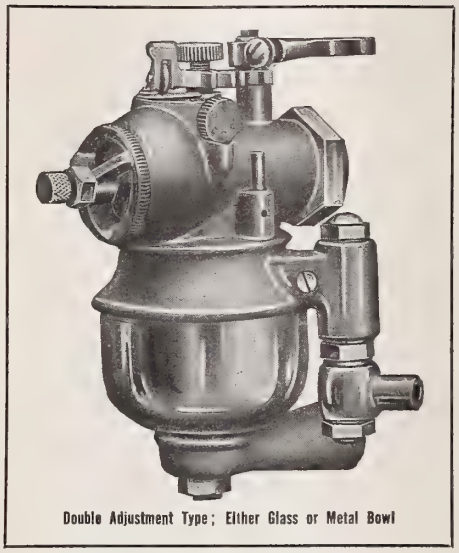
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Double Adjustment Type; Either Glass or Metal Bowl

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CARBURETER

Made of Special Aluminum Alloy, Nickel Plated, weighs 20 ozs. with metal bowl (brass); with glass bowl has visible gasoline level. Has to be used to be appreciated; glass ¼ inch thick, best obtainable. All springs, balls and float valve of Phosphor Bronze, most durable metal for the purpose. Air valve made of hard brass, finished all over to uniform weight, has long bearing on steel stem.

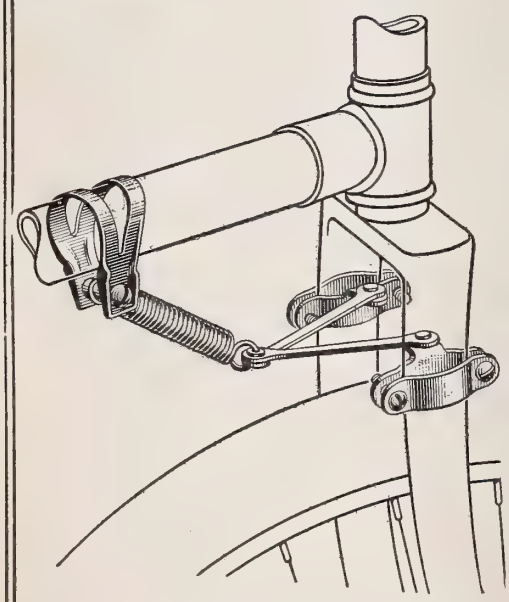
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Throttle adjustable for any speed on spark running, gasoline adjusted to give from 3 to 80 miles, depending upon rating of machine; from 75 to 100 miles per gallon of fuel, finest throttle control. Throttle lever, gasoline connection to float chamber, and hot air connection universal, can be swiveled to any convenient position for operating or attachment. Has fine wire gauze strainer at gasoline connection, also at feed holes to spray plug, eliminating trouble from dirt, etc.

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Double gasoline adjustment type, having separate gasoline adjustments for BOTH low and full speeds, so as to give minimum and maximum speeds, power, fine control and economical mixture at ALL speeds and conditions of running. Furnished either with glass or metal float bowls, which are interchangeable; changed in a moment's time by taking off bottom nut. Either bowl, same price, list, $10.50. Send for catalog.

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PRICE 50 Cents

It prevents accidents, makes riding easier and greatly increases the pleasure of riding. A valuable assistance to beginners. Made of rolled steel, weighs only a few ounces, nickel plated and polished. Is adjustable to any wheel.

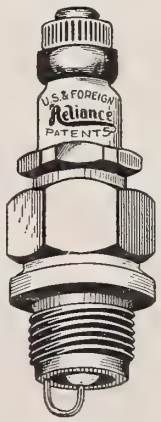
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Reliance SPARK PLUG
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This plug is furnished in ½-inch pipe and metric sizes. The porcelain is shorter than in regular types, and it is designed throughout for motorcycle work.



Regular Motorcycle Type

Carbon Proof and Soot Proof Positively Guaranteed

This Reliance Plug has a patented electrical action which destroys carbon and soot as fast as it is deposited. This absence of short circuiting matter makes it possible to utilize the entire energy of your battery or coil at all times and get a concentrated spark that means more power.

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Free Book "Ignition and Spark Plug Talk"

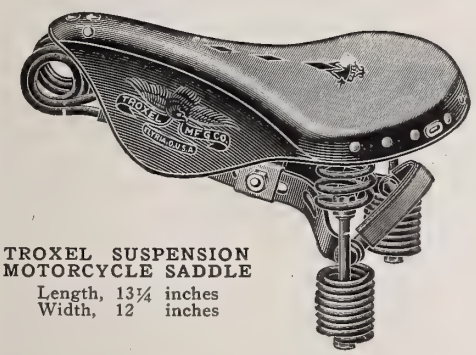
The most complete and comprehensive work on ignition ever published in condensed pocket form—write for a copy of this book.

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Have a look at our next year's saddle before buying. They'll cost 20% more to manufacture with no additional cost to the buyer.

BE A TROXEL BOOSTER
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Produce Hot, Fierce Sparks That Never Fail

THE REMARKABLE EFFICIENCY of the Pittsfield Coils has resulted in the battery and coil system of ignition becoming more and more popular with Motorcyclists, who have discovered in these coils a means of obtaining sparking efficiency which was before unknown to them.

The design of the coils is the result of continued experimenting, backed by years of experience in building coils, and embraces methods of vacuum drying the windings, followed by the impregnation of a special insulating compound which cements the structure of the coils into one solid mass.



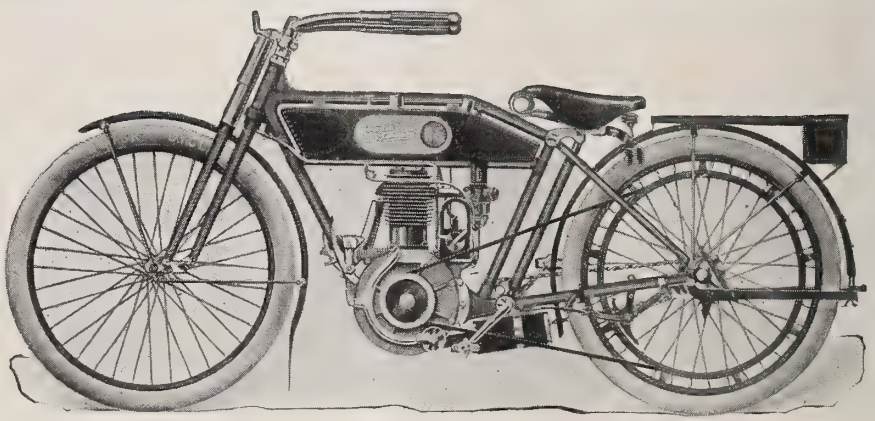
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Dalton, Mass.

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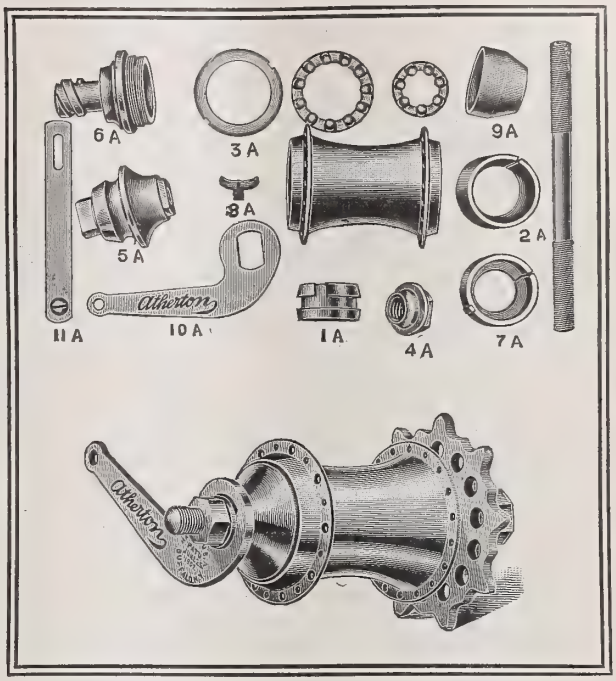
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More efficiency, with longer life, appeals to everyone, and this is the brake that can show both cause and effect so far as these qualities are concerned.

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Emblem Motorcycles

deliver the goods under all conditions and keep doing it. The following letter is a sample of the kind we are constantly receiving:

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Gentlemen: The 5 h. p. Emblem flat belt and idler received by express.

I must say, I have been in the wheel business for some time—have tried other makes of motorcycles over the hills and sand here, some have one fault and some another, but if any one wants the machine that has the power to take them up the steepest hills and one that will bring you home every time, and always ready to go—get the "Emblem."

It is the ONE motorcycle that will make good EVERY TIME. Everyone says it is the BEST ever seen here; you can expect more orders.

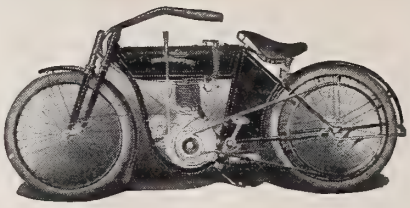
Thanking you very much for your "square" way of doing business, I beg to remain,

Yours respectfully,

N. B. SPEARMAN.

Get aboard the Emblem band-wagon and joy-ride to the Paradise of Motorcycling—the Land of Content.

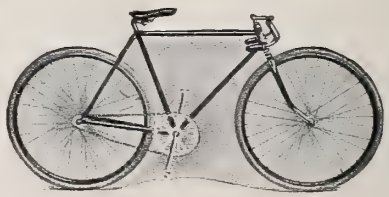
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A Satisfied Customer is a Good Investment

Read this letter and learn from it that it is not what we say but what Haverford Motorcycles do that make it the logical machine for you to buy and dealers to sell.

THE HAVERFORD CYCLE COMPANY, Philadelphia, Pa. Philadelphia, Pa., June 26th, 1911.

Gentlemen:—Words fail to express the pleasure I have derived from my 4 h. p. magneto Haverford Motorcycle, which I purchased from you in the early fall of 1910; since that time I have ridden the machine over 2,000 miles, with but very little cost for repairs and fuel.. I have a tandem attachment on which I carry Mrs. Kershaw, who joins me in expressing the pleasures of the rides we have had through the states of Penna. and New Jersey.

On Sunday, June 25th, we were in a party of 150 who made a run from Philadelphia to Atlantic City, a distance of about sixty miles. Our part of the run was made without a mishap and had we not lost our way would have finished in scheduled ti ne, three hours.

The combined weight of Mrs. Kershaw and myself is 340 lbs., and I think that a machine of only 4 h. p. that will carry that weight without a mishap is worth talking about.

You may use this short testimony, if you so desire, for the Haverford, and you may rest assured that both Mrs. Kershaw and myself will stand by the Haverford.

Very respectfully,

ALBERT T. KERSHAW, No. 1630 S. 53rd St.

HAVE A HAVERFORD AND BE HAPPY!

HAVERFORD CYCLE COMPANY

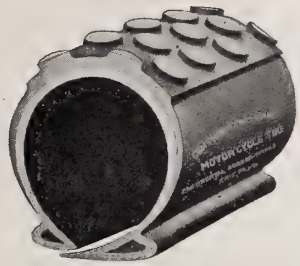
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Anti-Slip Tread

as equipment on your machine will satisfactorily solve the tire problem and relieve you of any unnecessary expense or worry.

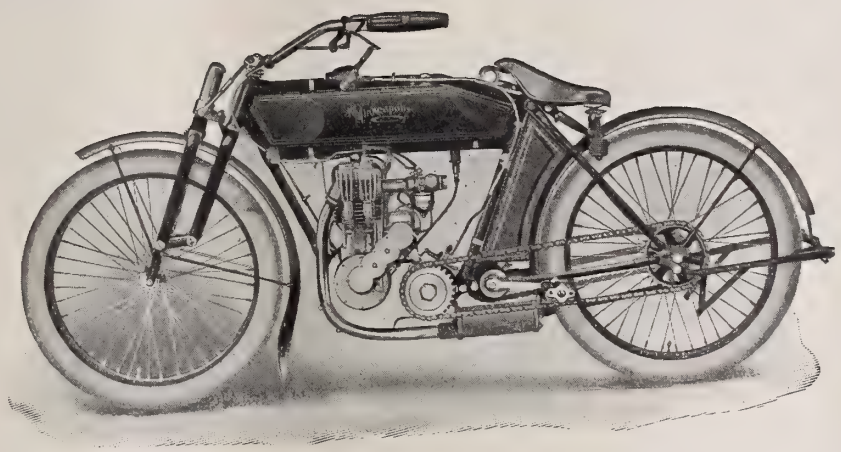
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Model "N"

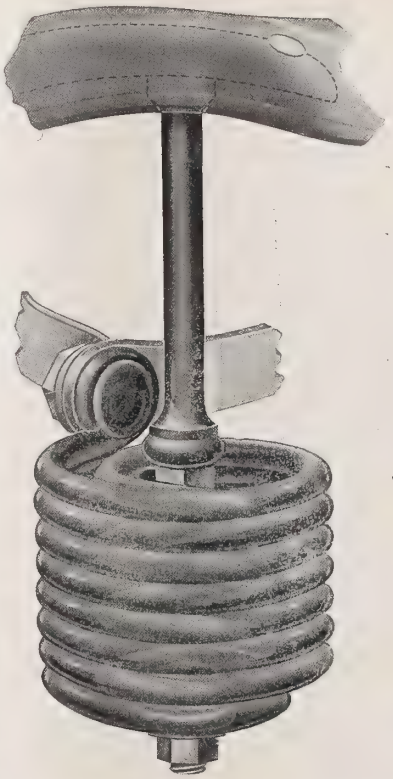


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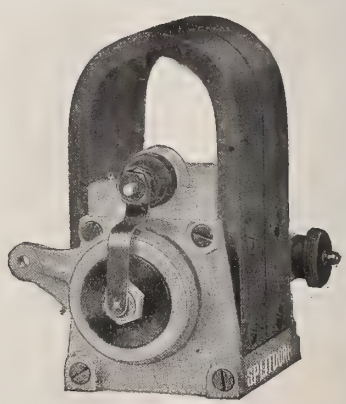
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can only be embodied in the
BROOKS
the original and only genuine Compound-Spring Saddle—

Its exclusive features mean exclusive merit—a merit which other springing systems cannot possibly possess—a merit which makes the longest ride on the roughest road—vibrationless.

Your customer will appreciate those merits—hence, sell the BROOKS.

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Speed, Comfort, Safety and Perfect Ignition in the
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Starts like battery ignition, and then works unceasingly, or stops instantly, at the rider's pleasure.

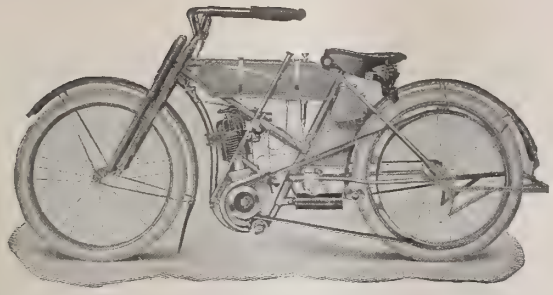
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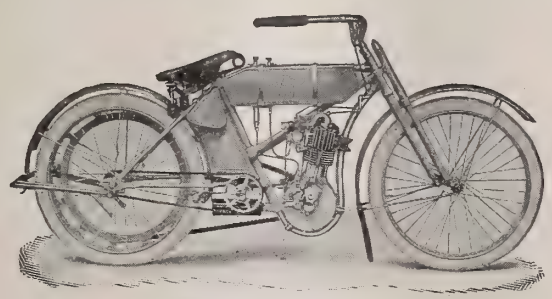
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At the Price You Should Pay

Write for Catalog and Description of New Flat Belt Model.

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Never before in the history of the industry has such a high grade and so thoroughly efficient machine been offered at the popular price of $150.

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Will fit any motorcycle built that has round wheels.

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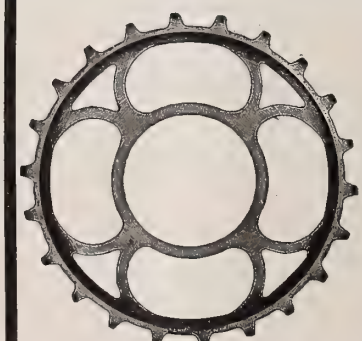
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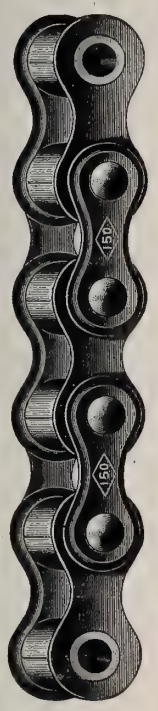
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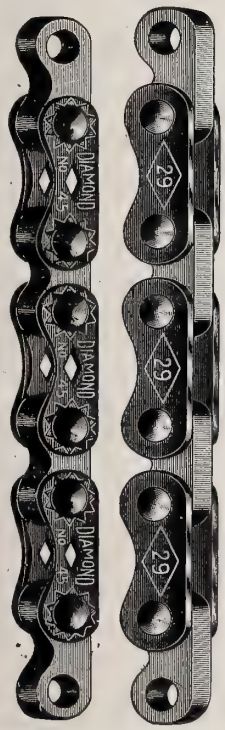
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SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)



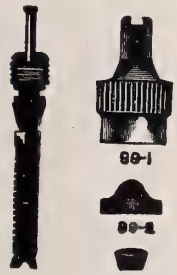
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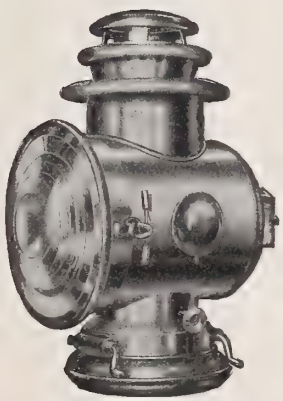
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QUALITY LAMPS

Cold Blast Motorcycle Lamp

Burns kerosene oil.



Has none of the bad features of the acetylene and all of the good.

Produces a light of exceptional brilliancy and will not blow or jar out.

Handsomely designed to conform with the graceful lines of the motorcycle and strongly constructed of heavy gauge brass, all parts riveted.

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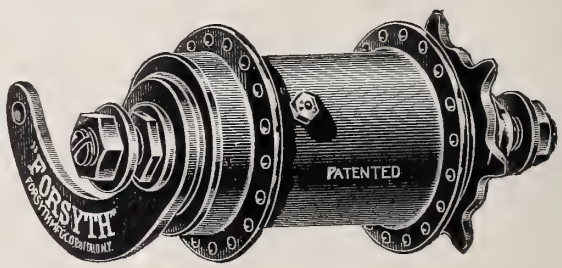
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This coaster brake has won its own way on its own merits and for years has given entire satisfaction to its users.

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Made to stand up and do stand up.

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Fits any stem.

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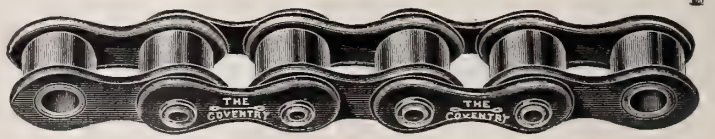
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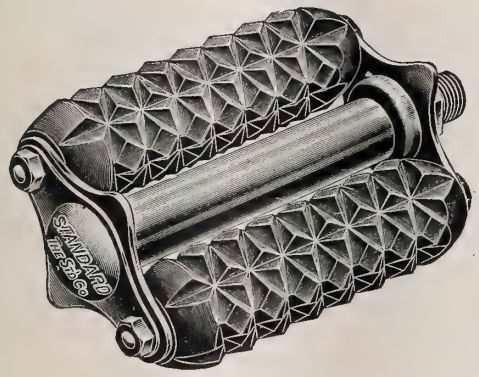
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United States Representatives.

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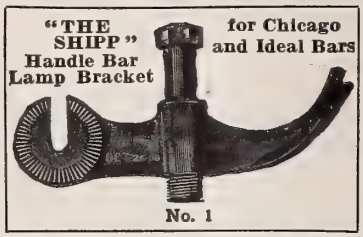
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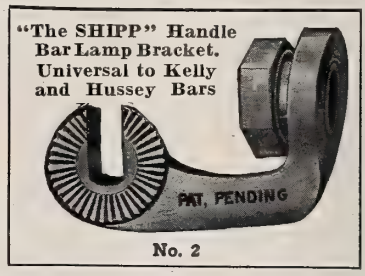
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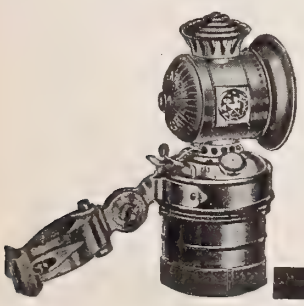
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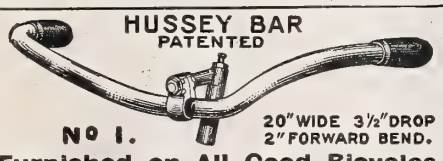
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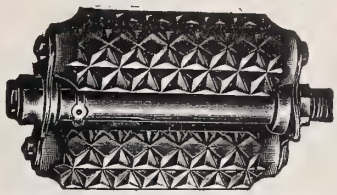
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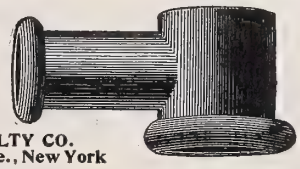
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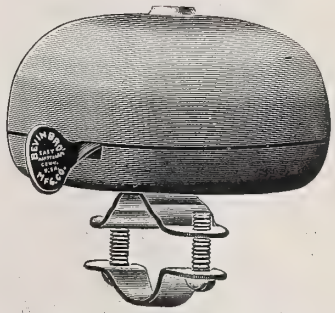
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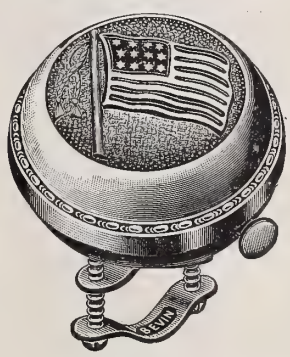
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The Rubber Putty

Repairs TUBES OR CASINGS to STAY FIXED. No acids, no heat, no battery, no tools, no patches.

30 REPAIRS IN EACH OUTFIT, $1.00 prepaid.

Satisfaction Guaranteed. Your dealer or direct from factory.

PAGE-LESTER CO.
126 W. Van Buren St. Chicago, Ill.

No. 88 Motorcycle Lamp—$5

A Motorcycle Searchlight.
Mirror Lens Projecting a Powerful Light.
Integral Generator.
Nickel Finish.
Weighs Only 23 Ounces.



THE MOTOR CAR EQUIPMENT CO.
55B Warren Street, New York City



New model for 1911.
Price, $18.00.

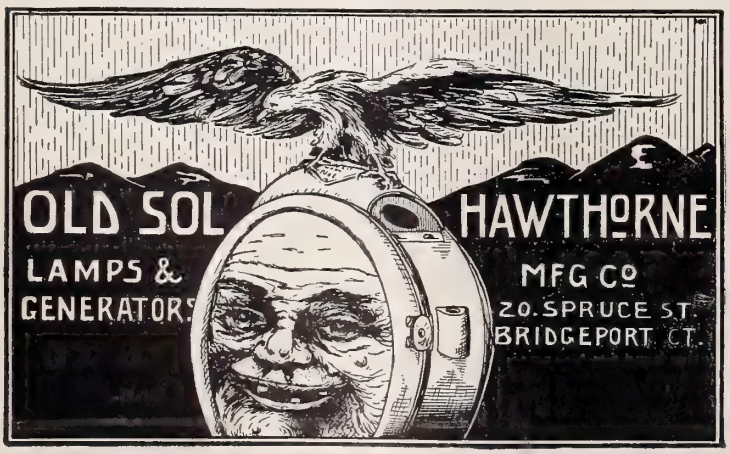
STANDARD SPEEDOMETER
"THE INSTRUMENT OF PERMANENT ACCURACY"

The only Motorcycle Speedometer that has made good. Front and rear drive attachments for every make of motorcycle. Option of 60 or 80 mile dials without extra charge. Agents, place your season's order NOW and take advantage of the Quantity Price. Three styles to choose from.

Prices—$15.00, $18.00, $20.00

Twenty police departments use Standards because they are accurate.

STANDARD THERMOMETER CO., 65 Shirley Street, Boston, Mass.



Arnold, Schwinn & Co.
1718 to 1732 North 43rd Ave. CHICAGO, ILL.

MAKERS OF THE

"WORLD" BICYCLE

Also the Largest Manufacturers of Jobbing Bicycles in America.

WRITE FOR PRICES

If you ride a bicycle, you need one of these brands.

If you sell tires, you will find all four of these brands will help put money in the bank. They are all

KOKOMO



Kokomo Dotted Tread

A tire that prevents skidding and is safe and reliable on wet, slippery roads and city streets. Of high quality and careful construction. Furnished in road weight or in thick tread.



Kokomo Guaranteed Red Thorn

Made of red rubber, is extra heavy and is built especially for long service.



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

Are you profiting by what we offer you in Kokomo Tires?

KOKOMO RUBBER CO., Kokomo, Ind., U.S.A.

THE SPEED KING

How He Celebrated the 4th

THE *Indian* WON

INDIANAPOLIS: 11 Firsts out of 15, including President Taft Match.

SAVANNAH: 4 Firsts out of 5. In the other a 4 h. p. single cylinder Indian belt drive came in second, beating 6 and 7 h. p. twins of other makes.

SPRINGFIELD, ILL.: 6 Firsts, 8 Seconds, 4 Thirds, out of 10 events.

DETROIT: 4 Firsts out of 5.

BELOIT: 5 Firsts; every race entered.

ELIZABETH CITY, N. C.: 5 Firsts, 5 Seconds, in 5 events.

OMAHA: First in 100 Mile, private owners; First and Second, 100 Mile, professional, single cylinder; First and Second, 100 Miles, trade riders; First, 10 Mile, open, professional.

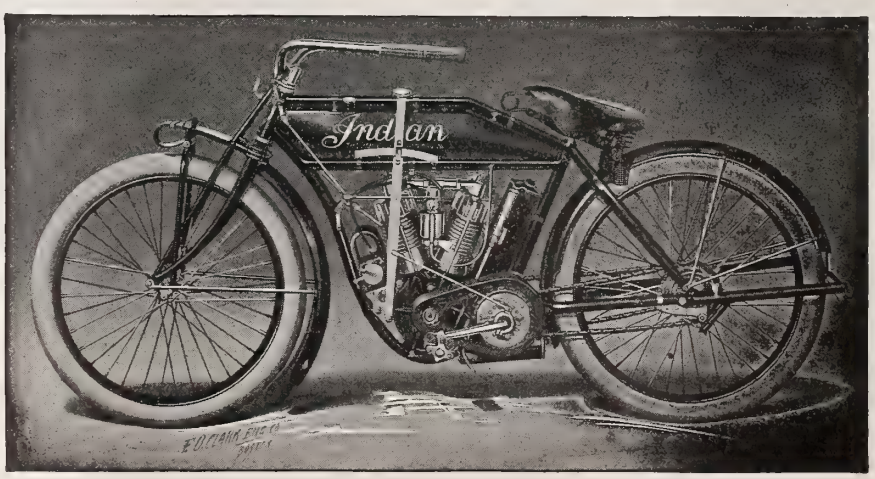
SAN FRANCISCO: Two Indians, Perfect Score, 425 Mile Endurance Run.

CHICAGO: 3 Firsts, 4 Seconds.

RICHMOND: 4 out of 5.

The Speed King Trophy and First Place in Every Event Entered at Chicago, July 8 and 9.

The Superior Quality of the Indian Does It



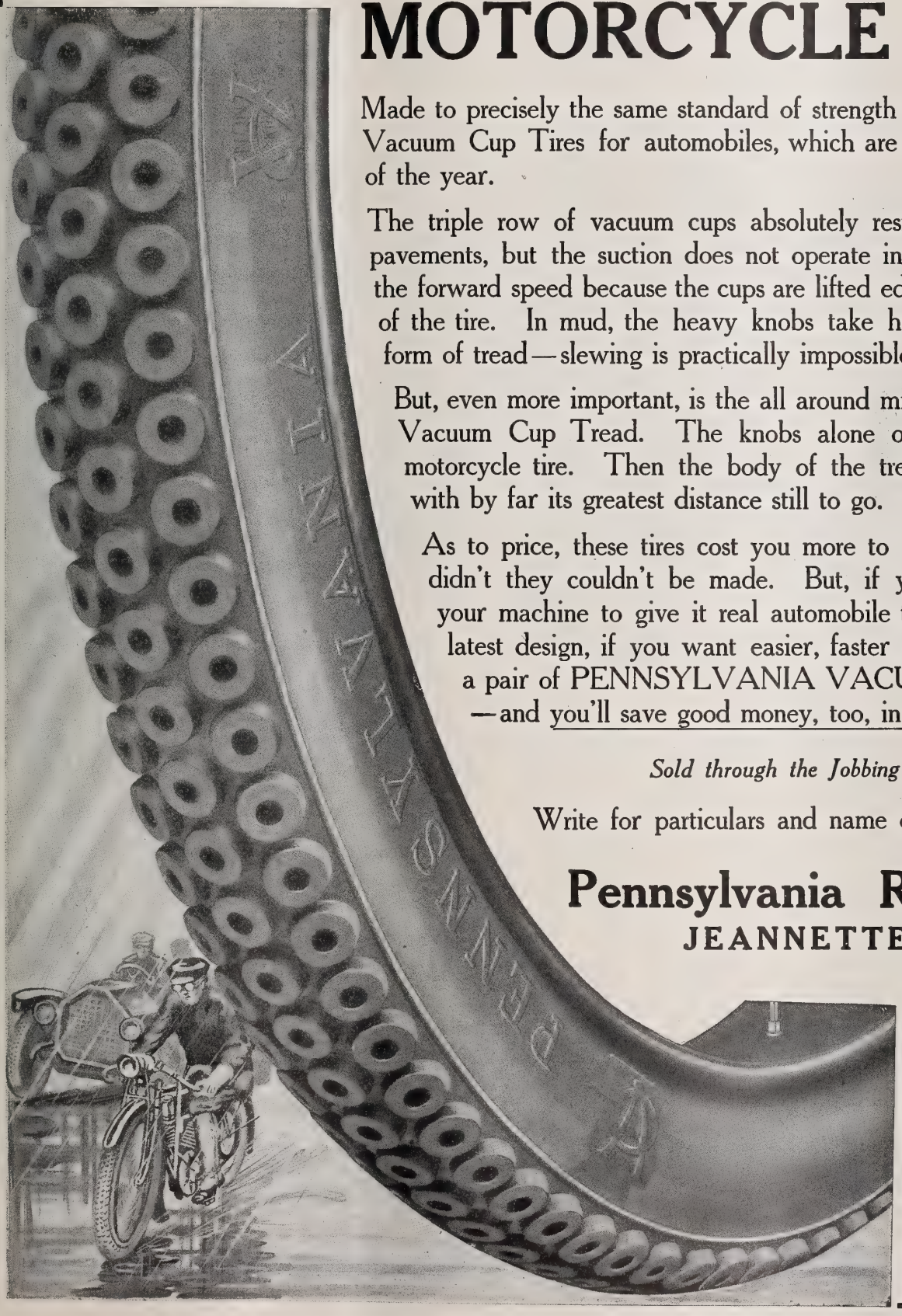
Illustrated Catalogue B Describes These Indians

THE HENDEE MANUFACTURING CO., Springfield, Mass.

CHICAGO SAN FRANCISCO LONDON

Set a New Pace in Motorcycle Tire Service

Pennsylvania Vacuum Cup MOTORCYCLE TIRES



Made to precisely the same standard of strength and efficiency as our Vacuum Cup Tires for automobiles, which are the service sensation of the year.

The triple row of vacuum cups absolutely resists skidding on wet pavements, but the suction does not operate in the slightest against the forward speed because the cups are lifted edgewise by the rolling of the tire. In mud, the heavy knobs take hold as can no other form of tread—slewing is practically impossible.

But, even more important, is the all around mileage capacity of the Vacuum Cup Tread. The knobs alone outwear the ordinary motorcycle tire. Then the body of the tread goes into service with by far its greatest distance still to go.

As to price, these tires cost you more to buy. Yes. If they didn't they couldn't be made. But, if you think enough of your machine to give it real automobile tire equipment of the latest design, if you want easier, faster and safer going, buy a pair of PENNSYLVANIA VACUUM CUP TIRES —and you'll save good money, too, in the long run.

Sold through the Jobbing Trade.

Write for particulars and name of nearest distributor.

Pennsylvania Rubber Co.
JEANNETTE, PA.

BRANCHES:

1741 Broadway
New York City

1241 Michigan Avenue
Chicago, Ill.

505 Liberty Avenue
Pittsburgh, Pa.

882 Woodward Avenue
Detroit, Mich.

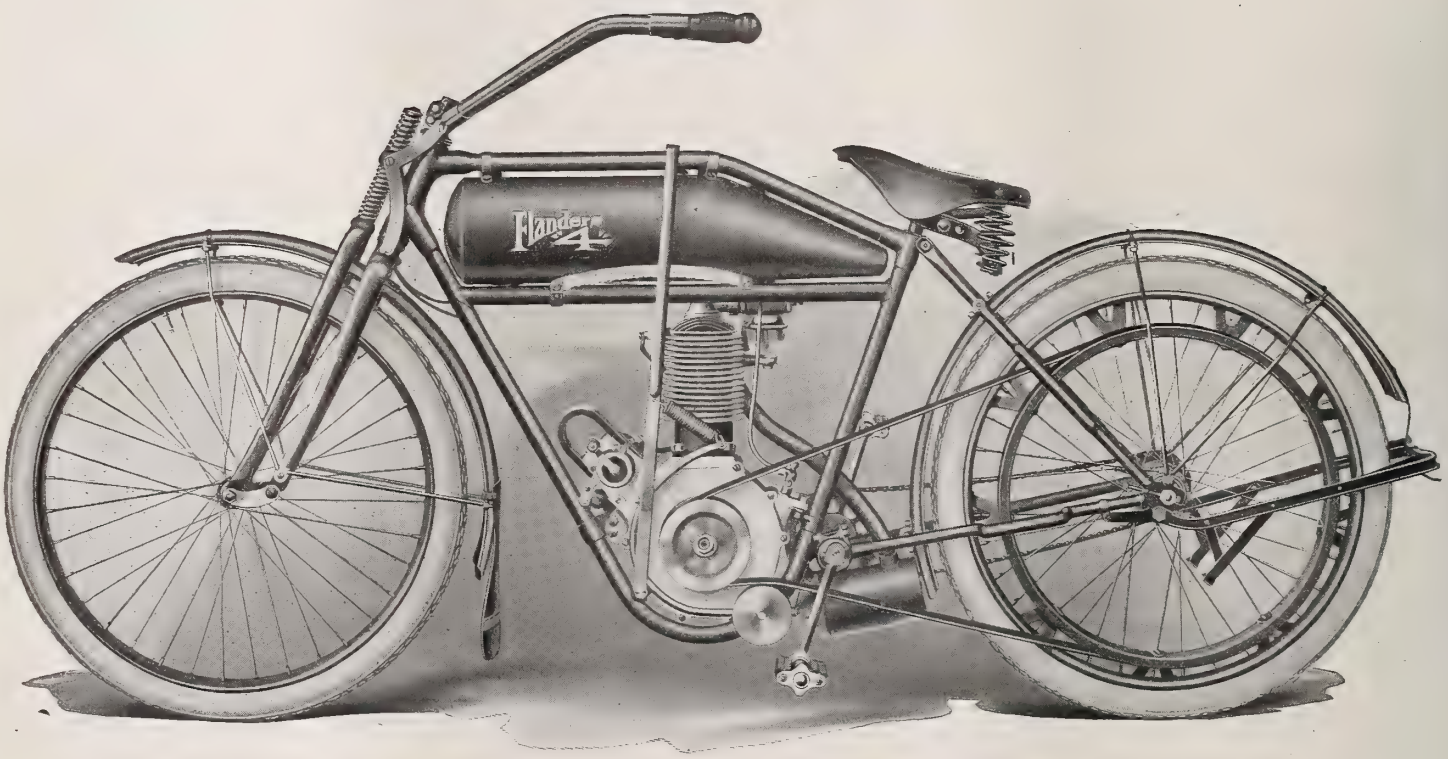
512-14 Mission Street
San Francisco, Cal.

930 S. Main Street
Los Angeles, Cal.

67 S. 10th Street
Minneapolis, Minn.

You Can't Pay More

and get your money's worth.



Flanders "4"—$175

You Can't Pay Less

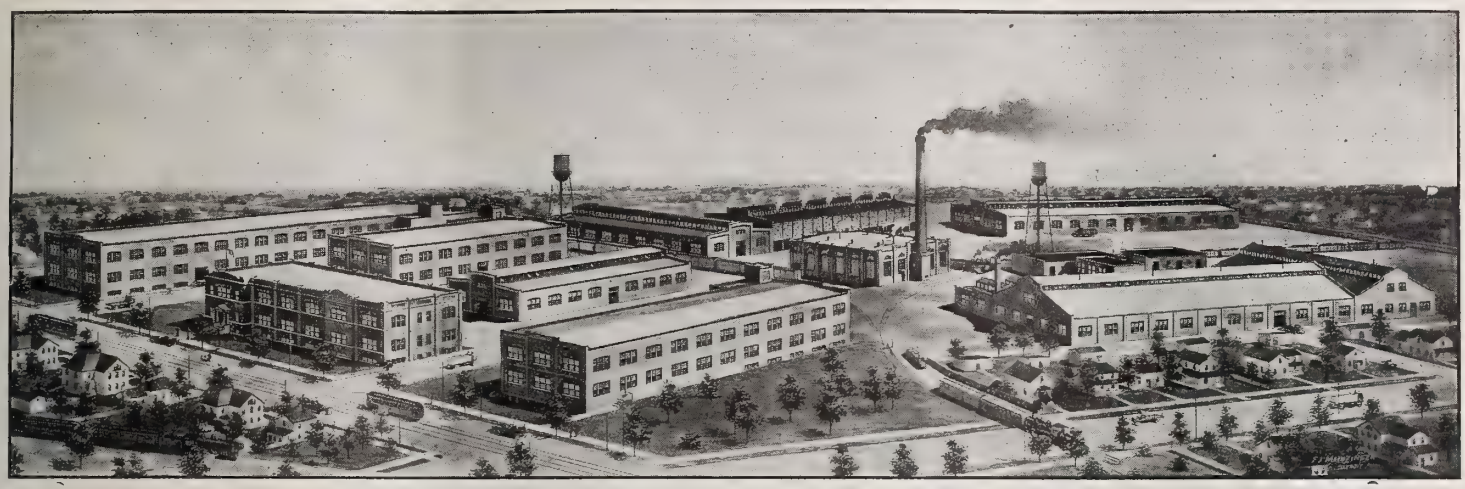
and get anything that begins to compare with it.

YOU MAY BE ABLE

to get the agency if you speak for it before it is too late and if you prove yourself of the "right sort." It will be the biggest money-maker in the business. For not only is the Flanders right and the price right but we know the meaning of service.

FLANDERS MFG. CO., Pontiac, Mich.

Flanders Facilities



Flanders Plant No. 1 at Pontiac, Mich.

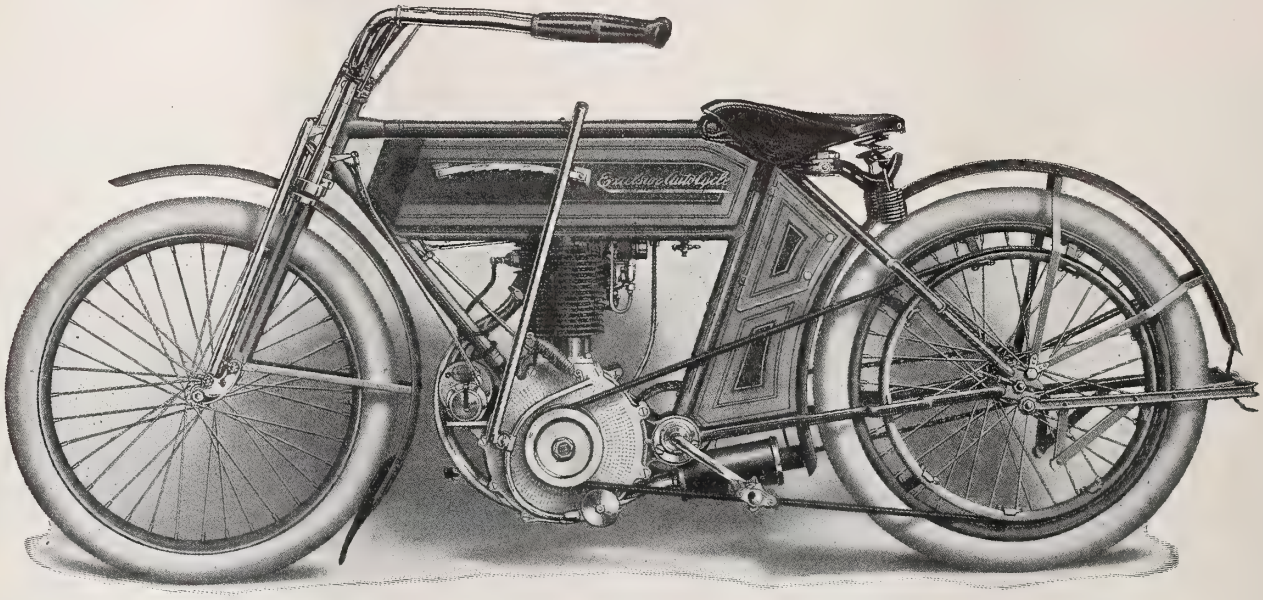
HAVE A LOOK

at these two immense and superbly equipped factories. They stand behind the Flanders "4." Any man with even half an eye will be able to appreciate what they mean. There's nothing small about the Flanders but its price.



Flanders Plant No. 2 at Chelsea, Mich.

ALWAYS MAKES GOOD!



EXCELSIOR AUTO-CYCLE

Telegram from Omaha, June 5—"The Excelsior twin is King of the Speedway—5 miles in 5:10 beating the 7 h. p. ——— and the 7 h. p. ———."

Los Angeles, June 2—"In road race at Colton the twin Excelsior made the ——— and the ——— look like thirty cents. In the Los Angeles club run to Santa Barbara and return 3 Excelsiors made perfect scores. In the San Diego to San Bernardino and back endurance run, 2 Excelsior twins made perfect scores, making a 35% better showing than any other machine."

Santa Ana, Cal., May 30—"Out of 7 events Excelsiors walked away with four firsts and one second."

Chicago—At the races May 28th a count was made of the motorcycles ridden out to the grounds, revealing 153 Excelsiors; next numerically, 89; next 67 and so on.

GO TO ANY COMMUNITY WHERE THE EXCELSIOR IS SOLD
AND ASK WHICH IS THE MOST SATISFYING AUTO-CYCLE.

EXCELSIOR SUPPLY COMPANY

400 W. Randolph St. Member M. M. A. CHICAGO, ILL.

San Francisco Branch—361-363 Golden Gate Ave.

Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.

Did You Notice

the ease and comfort of the men who rode on

Diamond Motorcycle Tires

They got to the meet on time. And enjoyed themselves. For they didn't have to worry about their tires.

Whenever they wanted to "hit-'er-up" on the country roads they knew they could do it with safety.

For Diamond motorcycle tires are strong and sturdy —as well as fast. They're built to stand up on all sorts of roads.

Most riders used the Diamond studded tread for this trip. And they found that the big rubber knobs gripped the road with a tenacity that made skidding and side slipping impossible. And furnished extra traction.

The fellows who rode on Diamond corrugated tread tires tell us there is nothing else quite so good for ordinary purposes.

Two features combine to make the easy-riding qualities of Diamond motorcycle tires. The extra-fine quality of rubber used and an exclusive method of manufacture that retains the "lively" features of this rubber.

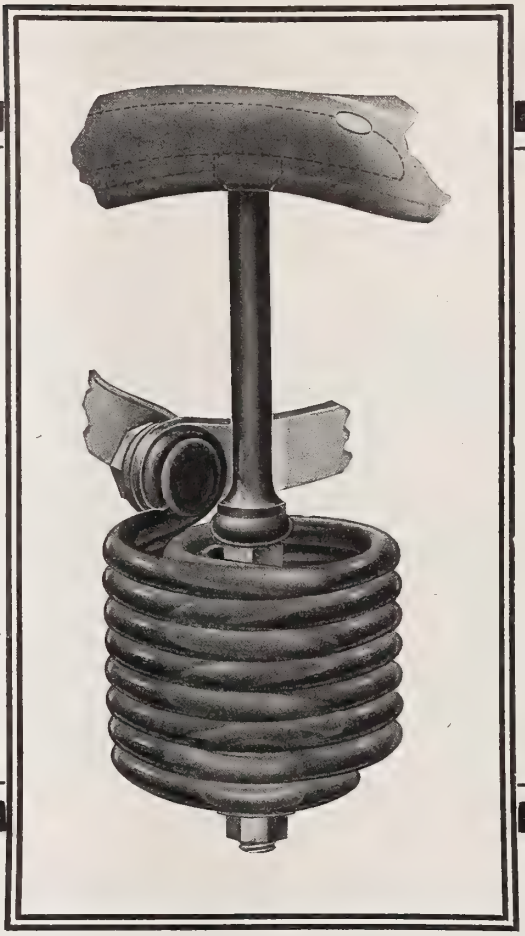
You get long mileage from Diamond motorcycle tires because they are practically small Diamond automobile tires. And we have had 12 years' experience manufacturing greatest mileage tires.

THE DIAMOND RUBBER COMPANY

Akron, Ohio

Sales Houses and Service Stations for your benefit in 54 principal cities, covering all sections.

Here is a spring within a spring—each acting as a perfect check upon the other—each assisting in that total absorbtion of vibration, which means so much in the making of perfect pleasure, health and comfort when awheel,



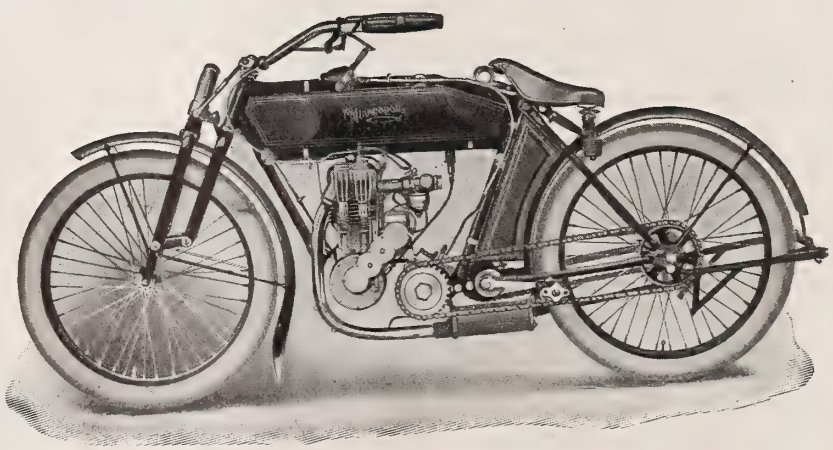
and that spring
can only be embodied in the
BROOKS
the original and only genuine Compound-Spring Saddle—

Its exclusive features mean exclusive merit—a merit which other springing systems cannot possibly possess—a merit which makes the longest ride on the roughest road—vibrationless.

Your customer will appreciate those merits—hence, sell the BROOKS.

J. B. BROOKS & CO., Ltd.
73 Criterion Works, Birmingham, Eng.

Can you think of anything lacking in the Minneapolis "Big Five"
Model "N"



Free Engine Clutch
Two Speed Gear
Unit Power Plant
Full 5 Horsepower
Only One Drive Chain
Large Sprockets
Enclosed Drive Gears
Hess-Bright Bearings
Clutch Runs in Oil
Low Saddle Position
Perfect Spring Fork
Prompt Deliveries

A Money-Maker for Live Dealers. Now is the Time to Get Busy.

MINNEAPOLIS MOTORCYCLE COMPANY, 517 South 7th St., Minneapolis, Minn.

Continental-Erie Motorcycle Tires

made a remarkable showing in the 1911 F. A. M. Tours to Buffalo and proved their superior wearing qualities.

¶ And why not?—especially when Continental-Erie tires are built like an automobile tire, with three plies of Sea Island fabric and a heavy tread that will meet every requirement of road and pavement use.



Anti-Slip Tread



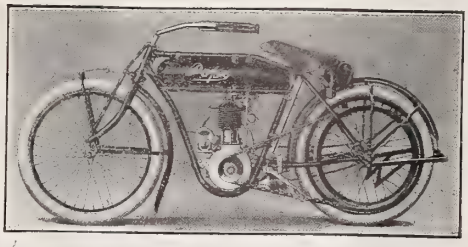
Safety Tread

¶ For every day service the Continental-Erie tires are the choice of economy and wisdom.

Ask Your Jobber—He Knows

CONTINENTAL RUBBER WORKS, Erie, Pa.

New York Branch—35 Murray Street



THE SUCCESS OF THE SEASON!

Pope Motorcycle

FIRST RATIONAL MACHINE ON THE MARKET

$175 With Magneto **$175**

Lower in Price—Lighter in Weight
Large Daily Output—Prompt Shipments

Received with the Greatest Enthusiasm by Dealers Everywhere

An "Exceptional Machine"

This is the way an old Motorcycle Dealer in Oshkosh, Wis., writes of the Pope Motorcycle:—"It has met with general favor and, I am sure, will prove a SELLING PROPOSITION. You are to be congratulated on bringing out this 'EXCEPTIONAL MACHINE.'"

A "Good Hill Climber"

Another dealer writes:—"Motorcycle received. Is giving best of satisfaction. Is a GOOD HILL CLIMBER."

QUICK SALES — BIG OPPORTUNITIES

Dealers! Remember that this machine appeals to a vast number of people whereas other machines have appealed only to a comparative few. Write now for catalogue and Dealers' terms.

THE POPE MANUFACTURING COMPANY, Hartford, Connecticut



How to Satisfy Your Customers and Make Money



The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

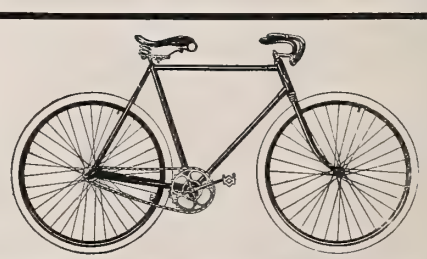
Consolidated Quality and Service Unequalled.



The Consolidated Mfg. Co.
1709 Fernwood Avenue **TOLEDO, OHIO**

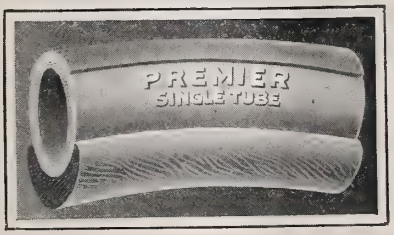
F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



FISK BICYCLE TIRES

An All-round Tire That Cannot be Matched at the Price



FISK PREMIER has close-woven fabric with a thick raised tread. It is a long-wearing tire and well protected against puncture. This type is selected by those who want a medium-price tire for general use.

THE FACT that Fisk Bicycle Tires have been selected as standard equipment by such representative manufacturers of wheels as the Iver Johnson, Pierce, Pope, Yale, Snell and Emblem, proves not only that Fisk Tires are BEST, but that they are held in highest esteem by purchasers. Write for Illustrated Catalog.

DEALERS: Fisk Tires pave the way to a profitable tire business.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities

KELLY-RACINE

Twin Cylinder Motorcycle Tire

HAS MADE THE BIGGEST KIND OF A HIT!

Heavy Duty



Long Service

Absolutety Non-Skid

Recognized instantly for what it is—"the daddy of all motorcycle tires"—the response has been instantaneous and confirms our confidence in the judgment of trade and riders. For the first time the motorcyclist now has at his command a tire equal in every respect to the finest motor car tire made and superior to most.

The Kelly-Racine Twin Cylinder Motorcycle Tire has "caught on" and will hold on by its ability to withstand heavy duty and long service.

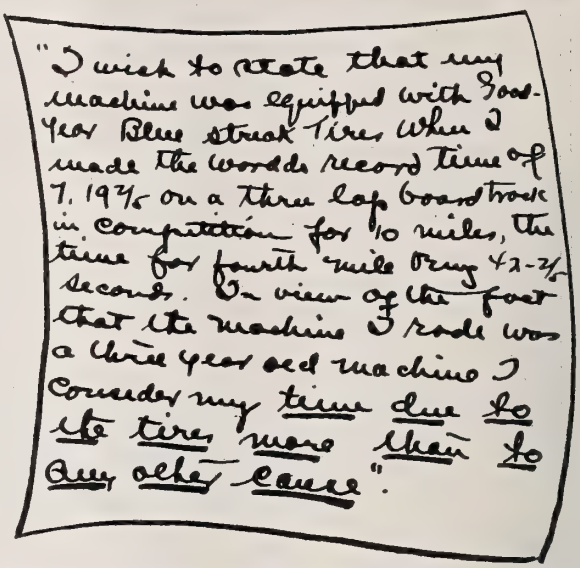
KELLY-RACINE RUBBER COMPANY

Racine, Wis.

Finger-Print Evidence

Time Due to Blue Streak Tires

Goodyear Blue Streak Motorcycle Tires winning more first places than all other makes combined. Win 4th of July races at San Antonio, Omaha, Elizabeth City, Indianapolis, Baltimore, Ft. Wayne, Lima, and at Toledo, 3 firsts, 5 seconds and 1 third. Double-dyed proof of greatest Strength, Endurance and RESILIENCY.



"Not the machine but the tires," writes Earl W. Armstrong, another rider who lowered another world record, Denver, Colo., June 21. Read above extract from his letter.

These tell-tale victories are coming from **all sides** at once and are stirring up an enormous demand for Goodyear Motorcycle Tires.

Motorcyclists reason that if a tire stands up under the gruelling test of race track and endurance run, it will **considerably** more than be a match for ordinary every day requirements.

The time is not far distant when **every** motorcyclist, whether he rides for fun, money, or business, will ride on these **certainty** tires.

GOODYEAR
Motorcycle Tires

Why These Tires Win

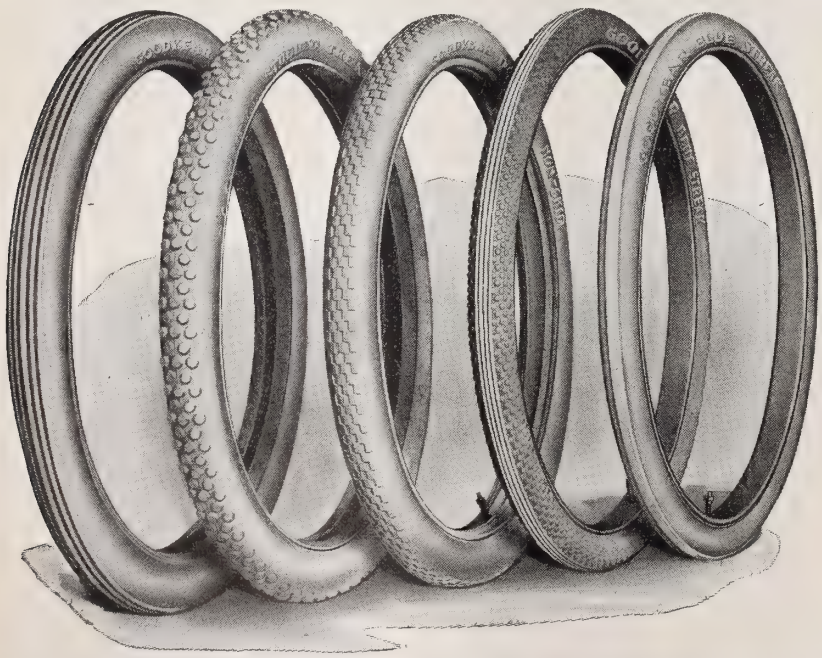
Goodyear Tires **win** because they are built by tire experts whose one mission is to perfect a tire that shall **outlast** and **outrun** all other tires.

To accomplish this purpose these experts use a better grade rubber and fabric than commonly used.

The Goodyear Motorcycle Tire is made of **new** live rubber cured the Goodyear Way. The fabric is Sea Island cotton, the best that money can buy, and the **same** that has put such famous wear into Goodyear No-Rim-Cut Auto Tires.

This fabric is made by a special process by which each thread in thoroughly embedded in rubber. The rubber keeps the threads **apart.** Thus they can not rub together and chew themselves to pieces as they do in most other makes of tires.

The result is a tire proved by actual Service, by comparative tests in our factory and by the free acknowledgment of competitors, to be equalled in endurance by no other motorcycle tire manufactured.



For All Rims and All Roads
Five Great Motorcycle Tires

1.—**Goodyear Corrugated Tread Tires**—For the average give-and-take road.

2.—**Goodyear Studded Tread Tires**—For mud, sand, snow and ice travel. The great endurance run tire. Conical shape and large size of studs and position keeps treads clean.

3.—**Goodyear Non-Skid Tires**—For city pavements. Adopted by Motorcycle Department Chicago Police.

4 & 5.—**Goodyear Blue Streak Racing Tires**—Hold all world's records. One tire for dirt tracks, another for cement or board.

Send for "Tires of Old War Horse"

A fascinating booklet of vital interest to any one interested in Motorcycle Tire Equipment. Your name and address brings it. Write for it to-night.

THE GOODYEAR TIRE & RUBBER CO.
Moal Street, Akron, Ohio

Branches and Agencies in 103 of the Principal Cities (378)

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, July 15, 1911. No. 17

HENDEE PLANT IS AGAIN ENLARGED

Another Three-Story Building is Secured, Adding 50,000 Square Feet—Big Increase of Output in Prospect.

Although the manufacturing facilities of the Hendee Manufacturing Company, the makers of the famous Indian motorcycle, at Springfield, Mass., have been increased regularly every year since the organiza- of the company, and the factory doubled in size last year, the increasing demand has caused the pressure for room to continue. The building erected in 1910, took up all of the available space on the land owned by the Hendee Company, and the only opportunity for further enlargement lay across on the other side of the railroad tracks, which cross one end of the Hendee property. On the other side of these tracks is another large piece of land, consisting of about one and a half acres, upon which is located a modern factory building, the main portion of which is 285 feet long and 40 feet wide, and three stories high. Other additions to this building contain power and electric light plants, a blacksmith shop and a large testing room extremely well ventilated and conveniently arranged for the testing of gasoline motors. This piece of property has just been acquired by the Hendee Manufacturing Company, and will greatly facilitate the production of the company's motorcycles, giving a probable capacity, it is announced, of from forty to fifty thousand machines a year.

This newly acquired building has something like 50,000 square feet of manufacturing space, and is of modern mill construction. It will be connected with the main plant, not only by a bridge, extending from one building to the other over the railroad tracks, but there will also be an underground passage beneath the tracks, which will afford the quickest kind of communication between the two plants. There is additional space, on the property acquired, on which additional buildings may be erected, that will more than double the size of the present Hendee plant, and it is understood that the same will be utilized very shortly.

The present plant is the largest in the world, devoted exclusively to the manufacture of motorcycles, and it has for years produced more machines than any other establishment. With the increased facilities, which will allow the manufacturing to be carried on on such a large scale, there is a probability that even keener competition among motorcycle makers, than now exists, will follow in the near future.

Metzger Becomes a Corporation.

William E. Metzger, a pioneer bicycle dealer of Detroit, Mich., has organized and incorporated under the law of the State of Michigan a stock company for the purpose of carrying on his bicycle and motorcycle business, at 351 Woodward avenue, Detroit. The title of the company will be the William E. Metzger Company. The officers, who are the sole owners of the stock, were elected as follows: William E. Metzger, president; Joseph F. Adcock, vice-president, and Harry D. Purinton, secretary and treasurer. Mr. Metzger is one of the oldest bicycle dealers in this country, opening a store when cycles were in their infancy and continuing the business ever since, although he long ago became actively engaged in larger and greater interests. Adcock and Purinton for many years have been managers of Metzger's bicycle business.

HALTS RELIANCE REORGANIZATION

Obdurate Creditors Levy on Property but Other Creditors Come to Rescue—Hope Not Abandoned.

After a brave effort to avert it, the Reliance Motorcycle Co., of Owego, N. Y., has been petitioned into bankruptcy and now is in the hands of a receiver. The petitioning creditors are Otis S. Beach, F. W. Richardson and the Owego Gazette Co., whose claims amount to $536.69, and their action is a not unfriendly one designed to conserve the interests of all creditors by preventing a forced sale.

Although nine-tenths of the company's creditors had assented to the plans for refinancing and continuing the business, the other tenth proved obdurate and one of the number, Clum & Atkinson, of Rochester, N. Y., makers of castings, levied on the Reliance property under an execution for $789.46 and the sheriff advertised the plant for sale. A restraining order was obtained, however, enjoining Clum & Atkinson and all other creditors from forcing such a sale and from prosecuting any action against the Reliance company.

Coupled with the bankruptcy petition, this in effect places all creditors on an equal basis and will permit a continuance of the efforts to reorganize the company and again place it on its feet. Those most interested in doing so have strong hopes that this end will yet be attained.

A. B. & B. M. Howell, the Central Ohio agents for the New Era auto-cycle and Racycle motorcycle, announce that hereafter they will have the agency of the Flying Merkel for the same territory.

TAFT THE STAR AT SEATTLE MEET

He Captures Four Events on Long Program—Three Spills Add to the Thrills of the Day.

Replete with daring driving and sensational finishes the race meet of the Seattle Motorcycle Club, held on the half-mile dirt track at Madison Park, July 4th, was a distinct success. While there were only three "spills" by riders, the speed at which they took the treacherous turns, at each end of the course, kept the 1,800 spectators in a nervous frenzy throughout the meet. None of the riders was injured. Archie G. Taft was the star of the meet, winning four firsts and two seconds. His performance in the final event, a 25-mile race, proved his gameness and driving ability. After riding a pretty race for about nine laps, he was forced to pull up, to adjust the sprocket on the machine, during which interval H. P. Klopfer, riding a Thor, gained a lead of four laps, which he was unabel to overcome. Taft sent his machine over the course, for the remainder of the race at top speed, taking the dangerous curves like a veteran. At that he finished but three-quarters of a lap behind the winner, whose time was 35:37⅕ for the twenty-five miles.

The fastest performance of the day was recorded by F. H. Ethridge, riding a twin Excelsior, who circled the mile in 1:14⅗ seconds. C. A. Banks, of Everett, Wash., riding a twin Excelsior, made two efforts to lower the record for the mile, and in each attempt he fell from his machine in rounding the sharp turns. Considering the speed at which he was traveling, it was nothing short of a miracle that he was not injured. After giving a splendid exhibition of daring riding, R. H. Batchelder, on a Harley-Davidson, took a spill on the twenty-eighth lap of the 25-mile race, and was forced to withdraw. He was pressing the leader hard when the accident happened. He escaped with only a few bruises and with his motorcycle slightly damaged. The most exciting finish of the day was in the third race, a five mile event for private owners. The three machines finished within one-fifth of a second of each other. George Brennan, riding an Excelsior, winning in the fast time for the track, of 7:17⅘ seconds. The race was a nip and tuck affair, with the winner in doubt until the trio flashed over the finishing line in a bunch. The 25 mile event was filled with spectacular work, several of the riders having narrow escapes. Out of the nine starters only four finished. Klopfer rode a beautiful race on the Thor machine, going through the quarter-century race without a stop or accident of any kind. This was a remarkable performance. The summary:

Five mile for stock machines—Won by A. G. Taft (Excelsior); second, D. S. Cline (Excelsior); third, R. E. Chelsey (Excelsior). Time, 7:30⅖.

One mile, time trial for stock machines—Won by F. H. Ethridge (Excelsior). Time, 1:14⅗. C. A. Banks started, but fell.

Five mile race for private owners—Won by George Brennan (Excelsior); second, R. E. Chesley (Excelsior); third, Fred Mercer (Merkel). Time, 7:17⅕.

One mile time trial for stock machines—Won by C. A. Banks (Excelsior); second, Ted Tremper (Merkel); third, George Hamilton (Indian). Time, 1:15⅖.

Four mile novelty race for stock machines—Won by Fred Mercer (Merkel); second, A. G. Taft (Excelsior); third, R. E. Chesley (Excelsior). Time, 7:12⅖.

One mile time trial for stock machines 61 cubic inches limit—Won by A. G. Seels (Merkel); second, W. Woelke (Indian). Time, 1:16⅘.

Ten mile pursuit race, stock machines, 30.50 cubic inches limit—Won by A. G. Taft (Excelsior); second, D. S. Cline (Indian). Time, 15:00⅕.

Special one mile against time—Won by F. H. Ethridge (Excelsior). Time, 1:16⅖. A. Banks fell.

Five mile handicap—Won by A. G. Taft (Excelsior), scratch; second, R. H. Batchelder (Harley-Davidson), 7 seconds; third, H. F. Klopfer (Thor), 7 seconds. Time of winner, 6:45⅖.

One mile time trial, stock machines, 61 cubic inches—Fred Mercer on Merkel and Ethridge on Excelsior, ran dead heat in 1:17 and on second trial Mercer won in 1:15, with Ethridge at 1:17 1-10.

Twenty-five miles, stock machines, 30½ cubic inches—Won by F. Klopfer (Thor); second, A. G. Taft (Excelsior); third, Fred Mercer (Merkel). Time, 25:32⅕.

Marylanders Vote for Closed Mufflers.

The death knell of the open muffler fiend has been sounded in Baltimore, and if the efforts of the Maryland Motorcycle Club can do anything to rid the city of this nuisance, all of the "bugs" will be out of existence in a few weeks. The vote was taken on Wednesday the 5th inst., by the members of the club, meeting in the headquarters of the Automobile Club of Maryland. Dr. E. A. Rowe, of the latter club delivered an address, and forcibly brought to the attention of the local riders the disfavor which they brought upon themselves by injudicious use of the open muffler; how horses were frightened—causing runaways and damage—and how much disturbance in general they caused by going noisily through the streets. When the vote was taken, the motion that the club use every possible means in its power to prevent the use of open mufflers, within the city limits, was almost unanimously carried. Mr. Howard A. French, the Indian representative in Maryland, who was present, said that the movement had his heartiest approval, and that he would endeavor to impress upon his new customers the necessity of riding with mufflers closed.

STAUDT FARES WELL AT TORONTO

American Rider Obtains His Share of Victories—Motorcycles of Three Countries Meet on Canadian Soil.

The race meet of the Toronto Motorcycle Club held at the Exhibition half-mile track, on Saturday, July 8th, proved the greatest success of any yet held in Canada. There was some great racing and without the semblance of a real accident. The track was in a fine condition, and although there was a little fence-shaving, the competitors rode like veterans. Honors were evenly divided, and seldom, if ever, has there been seen so many different makes of machines at a single meet, English and Canadian manufacturers being nearly as well represented as the American models.

The performance of Staudt (Reading-Standard) was the feature of the afternoon, although he was given the greatest kind of an argument by another little speedster, Harold Cole, the popular 15-year-old Indian rider, of Toronto, who captured no less than three firsts and two seconds. Staudt did not start in so many races, but had the satisfaction of trimming Cole twice, whereas the latter scored one over the Yankee phenom in the 4 horsepower stock event, in which Staudt had engine trouble. The summaries.

Three miles for "lightweights—Won by E. McIntosh (Motosacoche); second, R. Cunningham (Motosacoche); third, T. Smith (Motor-Reve). Time, 5:11.

Five mile 3½ H.P. machines (Am. rating)—Won by N. J. Stillaway (Brown); second, R. Cunningham (Motosacoche); third, T. Adams (Douglas). Time, 7:54⅖.

Ten miles, 30.50 cu. in., stock machines—Won by H. Cole(Indian); second, W. J. Booth (Indian); third, O. Winters (Reading-Standard). Time, 13:13⅖.

Novelty race, two miles—Won by E. McIntosh (Bradbury); second, W. J. Booth (Indian); third, R. Hueston (N. S. U.). Time not taken.

Ten miles, 54.00 cu. in., open—Won by W. Staudt (Reading Standard); second, H. Cole (Indian); third, C. Orr (Bradbury). Time, 12:34⅘.

Five miles, 30.50 in. belt machines—Won by G. Bain (Rudge-Whitworth); second, W. Staudt (Reading Standard); third, R. Hueston (N. S. U.). Time, 7:01⅘.

Five miles, 30.50 cu. in. chain machines—Won by H. Cole (Indian); second, W. J. Booth (Indian); third, S. License (Indian). Time, 7:24. Three starters.

Ten mile free-for-all—Won by W. Staudt (Reading Standard); second, H. Cole (Indian); third, C. Orr (Bradbury). Time, 12:04⅖.

Unknown distance race (ten miles)—Won by H. Cole (Indian); second, W. J. Booth (Indian); third, O. Winters(Reading Standard). Time, 13:40.

F. A. M. IS DIVIDED INTO ELEVEN DISTRICTS

Redistricting Plan Adopted by National Assembly at Buffalo Meeting—G. H. Hamilton Chosen President and G. B. Gibson Re-elected Secretary-Treasurer for Ninth Time—Chicago Applies for the 1912 Meet.

The ninth annual meeting of the Federation of American Motorcyclists has come and gone, and it was by far the most successful in every way of any yet held. Up to Thursday night over 750 motorcyclists had registered and many more came in on Friday and Saturday, making the number in attendance probably near 1,500. No greater welcome could have been tendered the Federation in any city of the country, nor could more courtesy more willingness to aid strangers in going about the city, have been shown; in fact, every thing that was possible was done by the Buffaloes for the comfort and pleasure of F. A. M. members in every way. The business meetings showed plainly that the Federation was down to a rock-bottom, sound business basis, and one could well prophesy a great future for the organization. These meetings were all well attended, in fact, at some of the sessions there was hardly standing room.

The first business session was opened at 10:05 on Thursday morning by President Fred I. Willis, of Indianapolis. In his opening remarks President Willis stated that when Buffalo was being considered as the place for the 1911 meet, he received letters from most of the trade organizations in Buffalo, Chamber of Commerce, etc., but none was as cordially or more urgent than the one he received from Mayor Fuhrmann. On arrival in Buffalo, Mayor Fuhrmann had sent his sincere regrets at not being able to be present personally and welcome the Federationists, but sent his secretary, Mr. John Sayles. Mr. Sayles made a most eloquent speech of welcome, throwing open the doors of the city to the members of the F. A. M., and told some remarkable and interesting statistics regarding Buffalo. He said that they were no men more nervy than motorcyclists, to his mind, and that they represented very forcibly, courage, faith and imagination. Any motorcyclist who did not posssess these qualities, according to Mr. Sayles, was "too dead to bury." A motorcycle rider, in his mind, was the greatest live wire that ever came down the line. He felt that Buffalo had made no mistake in inviting the F. A. M. to hold its annual meet there, and that the Federation had made no error in coming to Buffalo. Mr. Sayles's remarks plainly showed him a friend of the motorcyclist well worth having, and he was interrupted many times by applause. President Willis then took up the regular order of business and reading of the minutes of the last meeting of the Federation by Secretary Gibson.

The report of President Willis for the year was short and up to the point, and greeted by great appreciation and applause by the members. At its conclusion, F. B. Hart, of Reading, moved that a standing vote of thanks be extended to President Willis for the great work he has done since holding office, and the great good accomplished, through his endeavors, for the motorcyclists throughout the country. To say that this vote was given unanimously and with most evident sincerity is putting it mildly, and President Willis seemed greatly touched by it.



G. H. HAMILTON.
Newly Elected F. A. M. President.

The secretary's report was then read and accepted, and he explained that the $250 legal fee paid C. T. Terry for legal services in fighting the opposed New York State law was paid from the Eastern district funds. J. Leo Sauer moved the adoption of the report of the committee of two reporting the same, and for Treasurer Gibson to strike a balance, charging the difference of some odd $40 to profit and loss. This was seconded by F. B. Hart and unanimously carried.

Neither Vice-President Wilber, nor Vice-Chairman Mann were able to be present at the meeting, but the latter sent a short report, which reviewed, to some extent, the fight carried on in New York State with the efficient aid of G. H. Hamilton, chairman of the legal action committee, against the proposed law which would have placed the motorcycle in practically the same class as the automobile.

P. B. Whitney then read his report for the Western district, which was unanimously accepted.

Mr. Whitney stated that the annual meet of his district was held at South Bend, Ind., on the second day of the Western tour with 39 members present, and John Osborn, as secretary protem. At this meeting, Vice-President Whitney was authorized to appoint a committee for the purpose of planning another endurance run in October. He was also authorized to extend the F. A. M. an invitation to hold the 1912 meet in Chicago. Whitney, in reading this, told of the great success of the new Chicago motordrome and prophesied that if the F. A. M. races were to be held there, a great success would be assured. One hundred and eight members had signed entry blanks for the Western tour, of which Whitney was tourmaster, and the entry fees received practically covered the expense of the tour. He stated that the western tour had been a great success in every way, and that 85 riders actually finished at Buffalo.

E. M. Estabrook, chairman of the membership committee, wrote that he was unable to be present, being ill as a result of the great strain he had been under during the past few months. A report read by Secretary Gibson showed plainly what great work Chairman Estabrook had been doing in his committee, and there was no surprise felt by those present, realizing what a tremendous task had been accomplished and the great amount of time necessary to do it, that Chairman Estabrook was beginning to feel the strain. A vote of thanks was extended to him, and the secretary was instructed to write him extending the greetings and sympathy of the Federation.

G. H. Hamilton then reported for the legal action committee, the main work of which during the year had been the fighting of the proposed obnoxious legislation in New York State, and read a letter from Attorney Terry, which covered the work done by him in detail. Mr. Hamilton stated that by defeating this law, $30,000 had been saved in license fees to motor-



IN AND AROUND TOLEDO ON THE WESTERN F. A. M. TOUR—MRS. M. L. SMITH IN CENTER.

cyclists in general in New York State, and $5,000 to the members of the Federation, and that this alone should prove the greatest drawing card for members.

Report of Dr. J. P. Thornley, chairman of the competition committee, made the hit of the day. It was rather lengthy and the doctor took up the various phases of the competition work and urged many reforms.

The report of E. L. Buffington, chairman of the transportation and facilities committee, was accepted, and his recommendation adopted. At this point adjournment was taken until 2:30 p. m.

The afternoon session was called to order after 3:05 by President Willis. About 45 were present, more coming in later. On the suggestion of the president, election of officers was put over until later in the afternoon. R. S. Morton proposed an amendment to the constitution dividing the country into twelve districts, as follows:

Resolved, that Article IV of the F. A. M. Constitution and By-Laws be amended to read:

"Section 1. For convenience of government this Federation shall be divided into eleven districts, which shall be styled New England, Atlantic, Lake, Gulf, Central, Peninsular, Southwestern, Pacific, Canadian, Insular and Mexican.

"Sec. 2. The New England district shall comprise Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

"Sec. 3. The Atlantic district shall comprise the States of New York, New Jersey, Pennsylvania, Maryland, Virginia, West Virginia, Delaware and the District of Columbia.

"Sec. 4. The Lake district shall comprise the States of Ohio, Indiana, Illinois, Missouri, Wisconsin and Michigan.

"Sec. 5. The Peninsular district shall comprise the States of North Carolina, South Carolina, Tennessee, Georgia, Florida and Alabama.

"Sec. 6. The Gulf district shall comprise the States of Arkansas, Louisiana, Texas, Kentucky, Mississippi and Oklahoma and Indian Territory.

"Sec. 7. The Southwestern district shall comprise the States of California, Nevada, Utah, Colorado, New Mexico and Arizona.

"Sec. 8. The Central district shall comprise the States of Minnesota, North Dakota, South Dakota, Nebraska, Kansas and Iowa.

"Sec. 9. The Pacific district shall comprise the States of Wyoming, Montana, Idaho, Oregon and Washington.

"Sec. 10. The Insular district shall comprise the Philippine Islands, Hawaiian Islands and Porto Rico.

"Sec. 11. The Canadian district shall comprise the Dominion of Canada.

"Sec. 12. The Mexican district shall comprise the sovereign State of Mexico."

J. Leo Sauer suggested that sections 10, 11 and 12 include Canada, Mexico and the Philippine Islands, and that this district be known as the Foreign district, with the power to elect its own vice-president and to run races without sanction from the F. A. M. There was some discussion on this question, and Dr. Thornley suggested that it be put over until the Auto Cycle Union of Great Britain could be communicated with. Morton asked if at the present time there were any affiliations in Canada, the secretary stated that one club in Vancouver, B. C., of 38 members, had affiliated, and that several unattached riders were members of the F. A. M. Sauer's amendment to the amendment was lost, but Morton's amendment to the constitution was unanimously carried. Morton then moved that the election of a vice-president for Canada be left to the board of directors. This was carried.

The meeting then proceeded to the election of officers and nominations for president were in order. F. B. Whitney, of Chicago, spoke of the great work that G. H. Hamilton had been doing for the Federation since its organization and particularly as chairman of the legal action committee, and he placed Mr. Hamilton in nomination for president. The nomination was seconded, and C. A. Merriani moved that the secretary cast one ballot for Mr. Hamilton. F. B. Hart, of Reading, opposed this, saying that he was not opposed to Mr. Hamilton, but he was against anything that savored of gag rule. F. B. Hart then withdrew his motion and E. L. Buffington nominated P. B. Whitney. Mr. Whitney said that as he was very closely connected with the trade, he felt that he could not properly hold such an important position, and that he could do more work as vice-president of the section. This sentiment was endorsed by several. Mr. Hamilton was then unanimously elected president, and he made a few remarks in which he stated that he would have an exceedingly hard time to properly fill the position vacated by President Willis, but that he would do everything for the good of the organization at large to the very best of his ability.

Nominations for vice-president of the New England district were then in order and R. S. Morton nominated W. T. Mann, of Boston, Mass., which was seconded by Mr. Hamilton. Secretary Gibson stated that he had received a communication from Mr. Mann in which he said that he could not, under any circumstances, take the vice-presidency under the old conditions. Secretary Gibson, explained, however, that probably as the district had now been made smaller, Mann could be induced to take the position and he was unanimously elected.

R. S. Morton then nominated Dr. C. W. La Salle, of Rochester, for vice-president of the Atlantic district. This nomination was seconded by Dr. Thornley, and La Salle was elected.

For the Lake district, Dr. Thornley told of the great work that had been done by the present vice-president in the old Western district, and said that now that his district was made smaller he felt sure that P. B. Whitney would do even greater work as vice-president of the new Lake district than ever before, and placed Whitney's name in nomination. The secretary cast one ballot and Whitney was elected.

The election of four directors was then taken up and Hamilton suggested that ballots be prepared and each delegate present cast a ballot before the names selected from the nominanee's names. Morton suggested that the names of the directors held over be read to avoid confusion in voting, and it was announced that they were, as follows: F. I. Willis, E. L. Ovington, G. H .Hamilton, W. G. Collins and E. M. Estabrook. The following nominations were then made:

J. Leo Sauer, New York; J. P. Thornley, New York; R. S. Morton, Reading, Pa.; Winfield Graham, Buffalo, N. Y.; F. B. Hart, Reading, Pa., and H. A. French, Baltimore, Md. On the first ballot Sauer and Thornley were elected for three years, French for two years and Morton and Graham were tired. On the second ballot, Graham was elected for one year with a large majority over Morton.

President Willis then read an invitation from Chicago Chamber of Commerce, asking for the 1912 F. A. M. meet. Willis said that he had also received letters from many others in the Western city in regard to this matter. This will be left to the board of directors, who will take it up next spring and the members voting by mail.

President Willis then introduced Jack Prince, builder of board tracks, and also of the new Chicago Stadium Motordrome. Prince stated that he had written to Jake De Rosier, asking him to bring back with him six of the best riders in England for the big international race in Chicago. He also said that there will be a big race meet held at the new Stadium-Motordrome in the fall, at which event, great prizes will be offered and a thousand-dollar race will be the main feature. He predicted several interesting racing circuits, and also a great growth of racing generally, and believed that this would be the greatest possible boom for the F. A. M. Prince used many glaring words and painted great racing pictures, claming racing is the biggest kind of a boost and advertising feature of the F. A. M.

President Willis then announced that he would not appoint an auditing committee for Secretary Gibson's books, but would engage a professional firm of Buffalo auditors, in this way giving Gibson a clean bill of health against the present disagreement of figures. The president also spoke of the error in the F. A. M. program, in which the officers of last year were published instead of those of the current year.

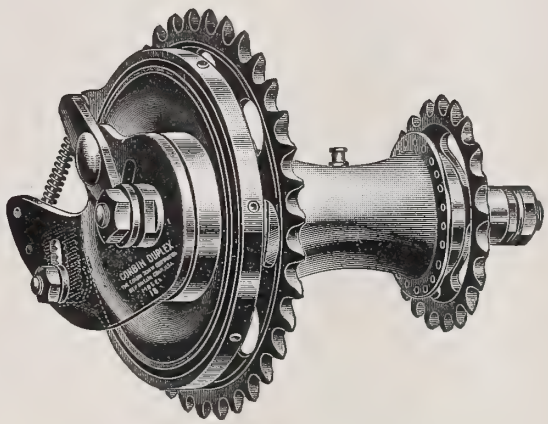
(Continued on Page 837.)

BUFFALO WAS ANOTHER

of those motorcycle gatherings that show that the plurality choice of the motorcyclists from east, west, north and south is the

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The New F. A. M. President.

When any organization is first started it is bound to be looked on with the eyes of the pessimists; the eyes of those who will only see failure or who have nothing better to do than to wait and watch for opportunities to criticise. Then there are always others who see the need for such an organization, are interested in it, and have many ideas as to what it should or should not do, but wait to see whether the thing is going to be a success or a failure before joining it. Often these kind of men join such an organization at its inception, but just sit back and take it easy, refusing to do any of the hard work that is a necessity on such an occasion, and awaiting failure, to say "I told you so," or if success comes, to jump in the limelight at once, claiming a good part of the glory, with the constant reminder, "Look what I did." Then there are still others who are constantly on the lookout for what they can get—grabbers when there is anything to grab—but never giving anything, when there is anything to give—taking all and giving nothing. In other words "joiners" of everything that comes along, if they think they can get anything out of it, or can gain any honor by election to office, without any work.

The Federation of American Motorcyclists is a great organization, constantly growing greater, not only in membership, but with this increase comes the natural increase in its power along all lines, if the proper caliber of men hold its officerships. It is now at what might well be called its crucial point in history. The membership has more than doubled during the past year, and because of this, there might be a tendency among some to become overconfident, or there is the possibility that there may have crawled into this organization, as there have in so many others, some who now see success assured and feel that they can gain personal prestige, to jump into the limelight. The Federation, under proper management, should have 100,000 members before many years have passed.

As outlined in these columns not longer than a week ago, the greatest need at the present time was for the organization to select the right man, a man of high caliber—a man with the interests of the organization above his own—a business man of reliable standing, deep thinker, but not a dreamer; and a man of action, not simply of words, to fill the position of the presidency of the Federation, so ably conducted for the past two years by President Fred I. Willis. The right man—for the right place—at the right time. Such a man was elected to this important office at the meeting held in Buffalo on Thursday last, in the person of George H. Hamilton, of New York, who for a number of years was in charge of the bicycle and motorcycle department of the G. & J. Tire Company, of Indianapolis, and for the past six months, the Eastern representative of the Continental Rubber Works, of Erie, Pa.

There could not be found anywhere a personage who is more the direct opposite of the kind outlined in the first paragraph, than G. H. Hamilton. He has been a member of the Federation of American Motorcyclists for the past two years, and has done his share, possibly at times more than his share, of the work. He is not a pessimist. He is not a "joiner." He is not a seeker after vain glory. He is not a shirker. He is not a player to the galleries. He is not an egotist. He is not a "grabber," but he is a follower of the doctrine "give and take—if you don't give, you can't take." He doesn't believe in knocking, but he does believe in boosting. He doesn't believe in words, but he does believe in action.

Hamilton is a clean cut, up-to-date, hustling, successful every day business man. His standing in the business world is among the highest. As chairman of the legal action committee of the F. A. M. during the past year he has been "on the job" constantly. All that was necessary was for him to learn of some objectional legislation against the motorcyclists, and he was after it. Largely through his efforts the proposed legislation in New York State that would have placed the motorcycle on a par with the automobile, calling for registration of owners and the payment of annual fees, was defeated, thus saving the motorcyclists throughout the State over $30,000 annually and State F. A. M. members over $5,000.

As president of the F. A. M. even greater work may be expected from him, with the assurance that even the most sanguine expectations will be fulfilled. The F. A. M. with its present membership of 10,000 can and will under Mr. Hamilton's administration become a tremendous power in the country, and before long one may even hope to see not 10,000 members, but 100,000 all over the country, from one end to the other, and even extending into Canada. The hopeful can look for a touring bureau, a legal action committee with an authorized attorney, and other far-reaching possibilities could be outlined, because—G. H. Hamilton is the right man—in the right place—at the right time.

The New F. A. M. Officers.

President, G. H. Hamilton.

Vice-Presidents:—

New England, W. F. Mann, Boston.

Atlantic, Dr. C. W. La Salle, Rochester, New York.

Lake district, P. B. Whitney, Chicago.

Peninsula, J. B. Anderson, Elizabeth City, N. J.

Gulf district, J. B. Coblins, Louisville, Ky.

Southwestern district, A. W. Green, San Francisco.

Central district, Dr. B. J. Patterson, Rexford, Mass.

Pacific district, E. L. Moore, Seattle, Washington.

Secretary and Treasurer, Dr. G. B. Gibson.

Coming Events



July 16, Long Island City, N. Y.—Long Island Motorcycle Club closed club run on Long Island; 75 miles.

July 17, New York City—Hearing before Municipal Explosives Commission on proposed garage regulations.

July 18-21, Alliance, Ohio—Motorcycle races at Rockhill track.

July 22, Asbury Park, N. J.—Motorcycle races at Asbury Park Athletic Park track.

July 23, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

July 23, Columbus, O.—Columbus Motorcycle Club races at Driving Park.

August 1-2-3-4—Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories' Association, the National Association of Cycle Jobbers and the Motorcycle Manufacturers' Association.

August 3, Fort Erie, Ont.—Bicycle races at Fort Erie track.

August 6, Detroit, Mich.—Detroit Motorcycle Club's race meet.

August 6, Floral Park, L. I.—New England Wheelmen's first annual Marathon bicycle handicap road race; open.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 4, Canton, O.—Canton Motorcycle Club's race meet.

September 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

September 4, Springfield, Mass.—Springfield Motorcycle Club's race meet at Stadium.

September 4, Springfield, O.—Springfield Motorcycle Club's race meet at Fair Grounds track.

September 4, Newark, N. J.—New Jersey Motorcycle Club's 12 hour endurance run to Atlantic City and return.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

Grand Prix Goes to Ellegaard.

Thorwald Ellegaard, the Danish cyclist and world's sprint champion, won the Grand Prix sprint race in Paris, on the 9th inst., defeating Hourlier (the champion of France), and Dupre, in the final heat. The latter two finished in the order named. But three men ride in the finals, according to the rules, and they gain their places through elimination trials, held at previous meets. Jimmy Moran, the American pace follower, and winner of the motor-paced championship of Europe, was one of the three men in the final heat of the motor-paced Grand Prix, but he fell and broke his collar bone, which put him out of the competition. Lavalade won the race with Bour second. Moran will receive third money.

The Grand Prix is always held in Paris, and is next to the world's championship in cycling importance. Frank Kramer captured the Grand Prix twice, and is the only rider to win it on two occasions in succession. His first victory was on the occasion of his first European trip in 1900, and he defeated Poulain and Mayer. The second time was in 1906, and he beat out Poulain and Friol.

It is almost certain that Ellegard will bee seen in competition here this season, as Manager J. M. Chapman, of the Newark Velodrome, has been in communication with him, through Jimmy Moran, and it is likely that Chapman will accede to the champion's terms, with the result that cycle fans around New York will see Kramer and Ellegard fight it out on the Newark track.

Canadians to Hold Weekly Race Meets.

Interest has so heightened in Canadian bicycle circles that the controlling interests at Toronto have decided to hold meets regularly every Saturday night at the Scarboro Beach quarter-mile track. A series of races for the city championship, similar to the championship events at Newark, will be run off, and a number of American cracks, including Carl Ericson, Loftes and others, will be featured at intervals.

Fred McCarthy, who for several seasons had been representing Canada at Newark, is back at his old home in Stratford, Ontario, where he intends to remain. After being fined and suspended several times by officials at the Velodrome, he decided to withdraw from the game as far as Newark is concerned, and is now trying to persuade the C. W. A. to create a professional branch for his benefit. Meanwhile Fred is training several young riders whom he intends to spring upon the citizens of Toronto in a short time.

It develops that "Ed. Scott," who claimed to be from Montreal and who competed with success at the Canadian championships at Waterloo, Ontario, was probably a ringer. It is said that he was taken over to Canada from Newark by one Joe Golden, a Toronto rider, who trained on the American track this spring. Golden has got himself seriously disliked for this and other matters and may be penalized.

Matt Gault New Captain of Marylanders.

The silver loving cups and prizes won at the Fourth of July Races, held at Electric Park, Batlimore, were presented by the Maryland Motorcycle Club to the winners at the rooms of the Automobile Club of Maryland. The winners presented a dalapulated appearance, all of them nursing injuries sustained on the Glorious Fourth. Chic Thomas, who captured most of the events, was not present, but was represented by H. Matt. Gault, who received the trophies coming to Chic. Among the other riders who captured cups, etc., were Gus Heintz, who though much bruised about the body and arms, as the result of a spill due to his back tire, was on the job, and carried home his cup with much pride Carrying his arm in a sling, Ray Boyd, scarcely able to walk on account of a bad fall received at the outset of one of the races, lugged home his winnings. Bert Heintz, a brother of Gus, was also present, he sustained the most serious fall of the day, but miraculously escaped with only slight injuries. Freddies Tiemeyer was not able to get to the meeting, on account of orders from his physician that he should not leave his bed. Mr. Walter Luther, his manager received the prizes. A new captain was elected to succeed Capt. Samuel H. Congdon, who resigned a short time ago. The honor fell to Matt Gault.

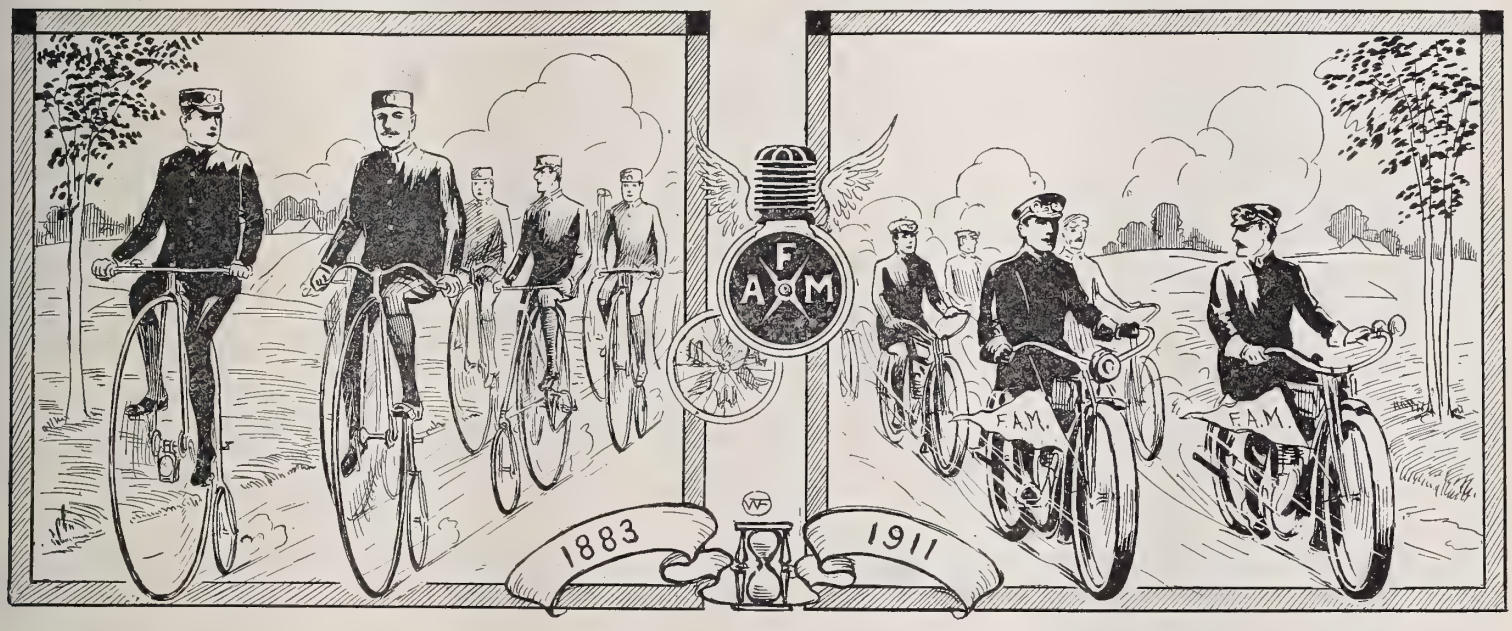
F. A. M. IS DIVIDED INTO ELEVEN DISTRICTS.

(Continued from Page 833.)

E. L. Buffington then suggested a discussion as to what official repair shops should be required to give discounts on. He offered a motion that dealers give discounts of 10 per cent. to F. A. M. members on repairs, both for labor and parts. This was seconded by Joe Merkel and a warm discussion followed. Practically no one but Buffington seemed to favor the motion, and on a vote it was defeated.

F. B. Hart then spoke very wisely on the question of repair shops. He said that the man who purchased a motorcycle for the first time and had trouble with his machine, would first tinker with it himself and then when he could do nothing more with it would take the machine to the first repair shop that he ran across. This repairman, in many cases, would know nothing more than the new rider, and instead of repairing the machine would make it a great deal worse and necessitate its being sent back to the factory, and in some cases, causing the motorcyclist to become disgusted. His point was that there were a great number of incompetent repairmen throughout the country, men who knew absolutely nothing about the motorcycle, but simply stuck out a sign as repairmen and attempted to gain their knowledge in experimenting with the machines of customers. He suggested that the proper committee carry on a very rigid examination as to what repair shops were granted F. A. M. certificates, and that such certificates should not be given until satisfactory references as to the capabilities of the repairmen were sent to the committee.

The meeting then adjourned at 5:30 p. m. and reconvened at 10:30 on Frnday morning. There was not a quorum present on Friday morning, however, and it was again adjourned to the evening.



The Eastern Tour Proves a Real Pleasure Run



TO the tooting of horns, the fluttering of pennants, the bark of open mufflers, and the good luck shouts and hand waves of a small group of friends and spectators, the New York Division of the Eastern District F. A. M. tour to Buffalo, "the Motorcycle Glidden" got under way from Columbus Circle, Broadway and Fifty-ninth street, at 7:05 Sunday morning, the 9th inst. The hosts that were expected to start did not materialize, and it was a trusty band of thirteen—unlucky thirteen (or is it lucky?)—that followed Tourmaster B. A. Swenson, as he slipped in his clutch and headed up Broadway, leaving a trail of pungent blue smoke in his wake. The Eastern tour was on—and the Bison City, although over 500 miles away, did not seem so far away, once the faces were turned north.

Early Sunday morning old Columbus Circle assumed a scene of unwonted activity. About 6 o'clock riders began to arrive, and finding that they were rather early, adjourned to near by "food garages" and filled their tenders with human coal and water. Around five o'clock the sky was overcast and threatening and a bet on rain seemed a sure thing, but by six o'clock it was seen that Old Sol had changed his mind and decided to cook the tourists, instead of giving them the "water cure." They would have preferred the latter in a moderate application, for it was frightfully hot later in the day.

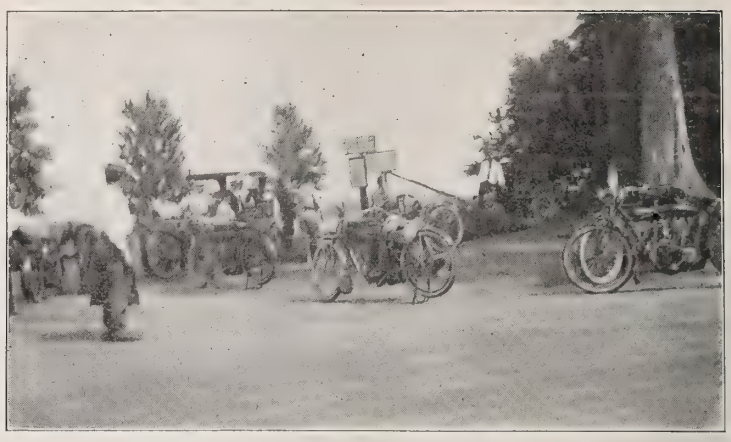
Before the start Swenson was busy giving instruction and answering questions. He had held a meeting the night before at 2142 Broadway and distributed pennants, armbands, route slips and general information. The New York division would have been larger had not several Gothamites elected to go along ahead of the tour and off the official route. The starters included riders from Florida, New York, New Jersey and New England. Among the party was a newly made benedict, George Riechey of Newark, who took unto himself a partner on the Friday before. His better half was on hand to bid him good-bye, and to tell him that she would look for him at Buffalo.

Up Broadway, over Central Bridge viaduct, out Jerome avenue and on to the Boston Post road, the tourists puttered along, with early morning risers turning and staring in curious wonder at the gaily bedecked riders and machines. J. W. Brewer, of New York, attracted some attention with his new seven horsepower Indian finished in French gray, and with Indian heads on the tank, instead of the regular transfers. Half an hour after the party started the United States tire car, the only tire car on the run, started from headquarters at the Circle. It carried E. T. Seelye, of the advertising department and J. B. Webb, of the motorcycle department; the Bicycling World man, a big load of tires, tubes and sundries and half a dozen grips took up the remaining space in the tonneau.

The tourists had had a good start and were making time over the fairly good



ON THE NEW BERLIN TURNPIKE.



GOODWIN PARK, OUTSIDE OF HARTFORD.

roads, which are somewhat cut up by the heavy automobile traffic. Through Larchmont, Mamaroneck and New Rochelle the car whizzed, with a fine cool breeze coming in from Long Island Sound, which follows the road to New Haven. Apparently the tourists had little to worry about, for none were sighted until Stamford was reached at 9:05. This was 36 miles out from New York. Here a few members of the tail end of the tour party were just pulling out as the tire car arrived.

Norman H. Wilcox, Indian and R-S agent had lemonade, a hearty handshake, a pleasant smile and an open shop at the disposal of the tourists. The first trouble stop was made outside Norwalk, where C. Dahlenberg, an Indian rider from Tampa, Fla., was stalled with a puncture. "G. & J." Webb hustled out with a fresh new tube and had Dahlenberg happy in no time.

It was 10:10 when the tire car rolled into Bridgeport, 58 miles from New York. The party went right through the city without stopping, and after crossing the bridge over the Pequonnock river, and out Stratford avenue, found the tourists assembled at a garage filling up their machines, and then filling up themselves—on ice cream and soda—at a next door dispensary. Tourmaster Swenson "treated" all of his followers. There was a 15-minute stop here while everyone rested, and those who had cameras kept the shutters clicking steadily. Some cautious ones looked over their machines, and tightened up spokes, belts and chains and made a few other adjustments.

While the tour gained a couple of members here it also lost a couple. W. Stewart, of Bethlehem, Pa., on a Minneapolis machine, had clutch trouble outside the city and had not arrived when the party left. An Excelsior rider also was missing at Bridgeport.

As last year, the United States Tire Co. had posted the road with arrow signs reading: "On to Buffalo on United States tires," and no one had any excuse for getting lost. The signs were up at every turn and cross road, and at times the sign poster tacked two or three in the same spot for good measure. The signs were blue with white letters that were easily read.

As the party was leaving Bridgeport, the thirteen hoodoo seemed to have picked out Dahlenberg for its special attention, for he encountered more trouble. As he mounting, his rear wheel skidded on a trolley rail, and the machine already under power, got away from its rider and crashed into a local rider who happened to be coming along at the time. The local man and machine escaped with nothing worse than a broken pedal and a few scratches, but Dahlenberg did not fare so well. He had a two-speed machine, and the right running board was torn off, the brake pedal bent, the oil pipe broken and the tank scratched. After making temporary repairs he was able to continue.

The tourists were keeping well ahead of schedule, a feat which is Swenson's especial delight, and the party rolled into Savin Rock, a shore resort five miles outside New Haven, before 11 o'clock. Ideal roads between Bridgeport and New Haven permitted of fast time. Savin Rock is the "Coney Island" of Connecticut, located on Long Island Sound. While the tourists were enjoying a shore dinner, the tire car went into New Haven and picked up "Pop" Cox, the Indian agent. The reason for this side trip was that certain members of the party had a huge thirst, which could not be satisfied with the liquids which were procurable at soda fountains.

New Haven is strictly "dry" on Sunday, to all who do not know the code, but "Pop" went out and came back in a few minutes with some amber colored gasoline that was evaporated by dusty throats in no time. Webb, who long before had been voted the entertainment committee of the tire car, gazed on his portion of the "Cox gasoline" long and lovingly before he put himself outside of it. After everyone had tanked up to his temporary capacity, "Pop" was abducted and carted out to "the Rock" for dinner as the guest of the party.

Wilcox's was the official eating place, and when the tire folks arrived, the tourists were on the last lap of a toothsome shore feed. "The Rock" also is very dry on Sundays unless you "know how," and when the entertainment committee expressed himself of having developed another liquid void, "Pop" excused himself again. He returned in a few moments with a bundle wrapped in blue paper, which looked as if it might contain something in the shape of Schlitz containers. The surmise was correct, and when the "joy water" was disclosed, it nearly caused a riot among envious diners nearby. In fact, it became necessary to put the bottle on the floor and drink behind napkins, a feat which highly amused those in the near vicinity. Incidentally the high humor of the tire crowd proved infectious, and the waitresses were in great distress trying to look sober and unconcerned at the "doings."

"Pop" Cox "almost" proposed to one of the waitresses, much to her embarassment, but she took it in good part. It was with regret that the party waved "au Revoir" to Savin Rock. After a regretful parting with "Pop" Cox, at his store, the tire car set out in pursuit of the tourists. Unlucky Dahlenberg was passed at Cox's working on his broken oil pipe. "Pete" Cox and one or two others, joined the tour at New Haven.

More than 100 per cent. oiled roads unfolded themselves to the riders and they made the most of them. North Haven, Wallingford and Meriden flitted past rapidly. At Stamford the tire car developed some noisy differential gears, which sounded like a lion crunching bones, and began to get on the occupants' nerves as the roar grew worse. No horn was needed to herald the approach of the car. The finale came at Hartford.

One of the best pieces of road on the day's run was the Berlin turnpike, a rolling stretch of about 9 miles, and as smooth as a billiard table. It was oiled, and the speed limit was the power of the motor. At Godwin Park, on the outskirts of Hartford, the riders stopped for a few minutes to rest and be photographed. Troubles were few and far between, and is was rare when a stranded rider was encountered. After leaving the shore the heat, untempered by the breeze from the sound became terrific, and several of the riders grew faint and dizzy. The fast pace did not help to cool,



THE TOURIST AND THE MILKMAID.



B. A. SWENSON, EASTERN TOURMASTER, GIVING ORDERS.

for it simply pushed the heat waves in the riders faces. The engines also got pretty hot, but no trouble was encountered with them.

Before reaching Hartford, the tourists were tipped off to stop at the Hartford branch of the United States Tire Co., where a "surprise" awaited them. Upon arriving at the branch, which is located at High and Allyn streets, the riders found the building decorated with colored banners bearing the words: "Welcome F. A. M." Manager Charles Clark, and his office staff, were on hand to give practical exemplification to the motto over the doors, and extended to each rider a hearty handshake and greeting. Then the riders made a grand dash for the wash room to remove some of the dust and grime, before the next number on the program was staged. There was plenty of grime to take off, too, for when the riders got off the oiled roads, which they did occasionally, they accumulated plenty of dust, which mixed with the perspiration, stuck to them like flies stick to tanglefoot.

After all had made themselves presentable, Manager Clark escorted them to a cool room, where they found a big table bending under the weight of chicken and ham sandwiches, olives and other sweet morsels, while on the floor were tubs filled with ice and bottles. The bottles of course did not contain air, but their contents proved very popular with the riders. Then to top off the feast there were cigars and cigarettes and the 61 cubic inch limit apparently did not apply to the appetites of the guests. When everyone had eaten and drunk to his limit, the guests adjourned to the main office, where several electric fans were dispensing cool breezes, and enjoyed their smokes and chatted of the incidents of the trip. After a rest, adjournment again was taken to the shady side of the street where the riders lined up on their machines to be "shot" by the camera man. The tanks were filled and the riders started for Springfield, the night stop, 26 miles away.

Nearly an hour had been spent in Hartford, and everything possible had been done by Manager Clarke and his staff to make their stop pleasant. It was with real regret that the tourists bade their hosts good-bye. When the tire car started, it was with an ominous crash of the differential gears that predicted trouble ahead. It came right soon, too, for hardly had the car rounded the corner, when there was another big crash and the machine came to a stop. It became apparent that an investigation would have to be made, and this disclosed that several bolts were sheered off and had "chewed up things generally." The car was towed to a garage, and it then was found that parts could not be obtained in the city, as there was no agent for the car there. This caused a council of war on the part of Messrs. Seeley and Webb, and they chased up Manager Clarke and told him their troubles. The trio then adjourned to a garage across the street and made a deal for a Pierce-Arrow.

This was about 4 o'clock in the afternoon and the riders were well on their way to Springfield. The Pierce was out on rental and was not available until 7 o'clock, necessitating a three-hour wait. However, no one fumed or fretted, and the entertainment committee helped pass the time for itself, by talking over "long distance" wis a "dear" friend in New York. Seeley was busily engaged in writing his report for the day, with the assistance of an electric fan. At last the car was ready and all hopped aboard, including another passenger in the person of W. E. Vibbert, official photographer for Spooner & Wells. Vibbert missed the car at the start and "trained" to Hartford, but admitted that he preferred gasoline locomotion with its discomfort. As a comedian and chaser of gloom Vibbert was an able assistant to the genial Webb.

The tourists had arrived in Springfield before 6 o'clock, the roads being excellent all the way. Upon reaching the "City of Homes" most of the riders went up to the Hendee factory and found a few of the office staff there to welcome them. There was little to do in Springfield Sunday night, beyond a walk around town, and a majority of the riders went to bed early. Swenson was one of these, for the heat of the day had fagged him out, strong as he is. When the New York division reached Springfield it was about 20 strong, having picked up seven recruits along the road.

At Springfield the New York party consolidated with the divisions which started from Providence and Boston in the morning. These "divisions" also were disappointing in number, not more than four or five coming from Providence, and only two or three from Boston. It was regretable that more riders did not join the tour in New England, for it really was a delightful outing, over perfect roads, for the most part, and passing some of the most magnificent scenery in the country. The run for the day was 100 miles for the Providence and Boston parties and 150 miles for the New York division. With a 7 o'clock start booked for the next day, Monday, the tourists were up betimes, and after hasty breakfasts hurried around to the garage to tank up their machines and look things over. The working folk of Springfield were on their way to their daily labor in trolleys, bicycles and afoot, as the riders congregated in Hampden street, opposite the Nelson hotel, which was the "official" hotel the night before—official to the extent that the tourmaster rested his weary bones there, and several of the other tourists did likewise.

Quite a crowd collected as the riders gathered at the starting point, and the cameras worked overtime. Quite the most notable addition to the tour at Springfield was M. E. Gale and Mrs. Gale, of Angola, N. Y., on an Emblem twin. They had gone through to Boston earlier and had come back with the Boston party at the start of the tour. The novelty surrounding the folks with the breezy name was the seating arrangement and the handlebars. The seats consisted of a padded box seat extending across the machine so that two



IN FRONT OF HARTFORD BRANCH U. S. TIRE CO.



THE INITIAL APPEARANCE OF THE NEW IVER-JOHNSON.

persons could sit side by side with the machine between them. The handlebars were endless, which is to say that the rear end which usually is open was closed by a curved bar so that both passengers could hold on. The Gales had the mounting feature down fine, and the dismounting equally so. Later in the day, when piling along at a right smart clip, the machine hit a rock and the passengers were detached in jig time. Both landed easily and received only a shaking up.

After leaving Springfield the route led across the Connecticut river, through Westfield, Russell and Huntington, paralleling the Westfield river. Again the roads were perfect and wound in and out of the valleys at the foot of the Berkshires. The magnificent scenic panorama just began to unfold before the admiring eyes of the tourists, most of whom were strangers to the region, and the expressions of wonder and appreciation were without number. The weather again was clear, but in the mountains, was coler than down in the open plain.

Just outside Huntington, at a railroad crossing, H. M. Howard, an Excelsior rider of Westminster, Pa., was encountered fussing with a punctured tube. A new tube son put him in shape to continue and he hurried on to catch his companions ahead. The tire car again was half an hour late in starting, simply because there was no occasion for starting with the party, the object being to trail along and help unfortunates in trouble.

As the motorcyclists had done before them, the occupants of the tire car occupied themselves in pouring down the grand views of the mountains, with their rocky bluffs, tall pinnacles of trees and plots of cultivated land. In some places, the road wound along by creeks nearly dry, with rocks and logs strewn in the beds and the mountains towering alongside. Elsewhere the road climed upward, over steep grades and around sharp corners, in some places narrowing so, that two vehicles could pass only by the tighest sort of crowding.

Nothing eventful occurred to disturb the scenic reveries until a mile or so beyond Chester, when upon rounding a bend in the road, L. H. Cornish, in an F. N. side car outfit, was encountered. He was short of gasoline, and the car tank was tapped to tide him over to the next garage. While the Rockfeller fluid was being injected into the F. N. tank some keen eye caught sight of something wrong with the fork, and the owner of the microscopic optic blurted out: "Why, your fork is broken!"

Everyone took a look and saw for himself that the modern Columbus was right, and Cornish took the news very philosophically. The right hand member of the main fork had broken about four inches below the crown, allowing the machine to sag down, until the tire chafed against the fork. The tire was worn to the canvass when the break was discovered. Various suggestions for making a good temporary repair were advanced, and the stranded tourists started back to hunt up a blacksmith. They intended to follow along later, but were not seen again during the day.

Having given all assistance possible to the F. N. party, the "rubber ambulance," again took the trail. The scenery continued to grow more beautiful and the grades steeper. The real climbing now commenced. Soon Bonny Rigg Four Corners loomed up, and just ahead, the old Jacob's Ladder, once the terror of motorists, but now harmless. Its fangs were drawn by the building of the new State road around it, just completed last fall. There is a steep climb up this new road, but the ascent is more gradual and is not hard for any modern motorcycle to make. Once over the Ladder, West Becket flashed by in short order and then came East Lee and Lee, over the same sand-papered roads.

At Lee two or three riders stopped to quench their thirst and the trouble car crew did likewise. Fifteen minutes were spent in Lee, and then once more the slogan was heard in stentorian tones: "On to Buffalo." A couple of miles outside Lee, Howard, the Excelsiorite of Westminster, Pa., was stranded again with a punctured tube. This time "Good Samaritan" Webb went to work in earnest and despite the additional heat, caused by the spontaneous ignition of a newspaper on the ground by the heat, he had the wheel out, tire off, new tube inserted and the whole replaced in 10 minutes. Incidentally the car had a bit of tire trouble here also, and changed its first and only tube of the day.

Some more climbing brought the party to fashionable Lenox, and continuing on the six miles to Pittsfield was reeled off in a short time. No sign of the advance guard or the main party was to be seen or had been seem since the morning's start. The riders made the most of the roads and stirred up plenty of breeze and dust, when mishaps did not interfere. In Pittsfield the riders did not pass through the business center, but turned off on the Albany road a few blocks out. It was another case of "going up" along this stretch, and it was a long steady climb that tested the motors good and plenty.

The central route to Albany over the Taconic mountains, via New Lebanon and Nassau, was followed. After a long climb, almost to the crest of the range, the first real bad road of the day and of the tour was encountered, 6½ miles out from Pittsfield. The road was under repair and a foundation of big rock was being laid. After driving over these rocks, which were half as large as water melons, there was another heart breaker in the form of a stretch of freshly ploughed road. Most of this stretch, which was half a mile long, was unridable on a motorcycle. Once over it however, the difficulty was quickly forgotten, and the hard work which it entailed was rewarded by the wonderful panorama which spread to the westward until it joined the sky line. Valleys, mountains and pleateaus were spread about in wild disorder, with here and there cultivated patches, and the church spires of small villages in the distance. It was the prettiest picture of nature thus far seen, and



ON THE WATER-WAGON.



A DIP UNDER DIFFICULTIES.

few were the cameras which were not snapped on it. This vantage point was at the crest or back bone of the mountain range, and after the long upward climb there naturally was an equally long coast down. It was between three and four miles in length and wound round sharp turns, requiring frequent use of the brakes and constant watchfulness. It was a delightful coast, however, and of great benefit to the hot motors after they reached the top of the mountains.

Along here the road was very direct and it was impossible to miss it. The going here was ideal, the road rolling up and down modest grades in the valley on the New York side of the Taconics. One of the most inviting places along the road was at Riverdale Farm, half way to Albany. A big sign across the road overhead, so that all who ran might read, told of milk, ice cream and chicken diners to be obtained there. When the tire car arrived, half a dozen motorcyclists were already enjoying the hospitality of the hostelry, and J. W. Brewer, he with the gray Indian, was changing a tube which had lost its wind. Webb, of the tire car, of course, rose to the occasion.

Those who liked buttermilk, got some ice cold draughts of it, and those who preferred unbuttered milk also were taken care of. The ice cream was real ice cream, as was everything else that was served. It was a delightful shady spot to stop and partake of refreshments, and but few did not stop to enjoy the toothsome delicacies to be had. This was another place where leave was taken with regret, but the hand of duty pointed westward, and westward it was.

Two miles beyond the road-side inn the village of Nassau was reached, and here K. H. DuBois, a Thor rider, was calmly fussing with a puncture. The fussing came to a quick end when Webb rolled up his sleeves. In fact, when Webb saw a rider with tire trouble, he could not wait until the car stopped to rush to his assistance. And when a rider did not have United States equipment, Webb could not do enough for them. When he left such riders he usually did so with United States tires on their wheels.

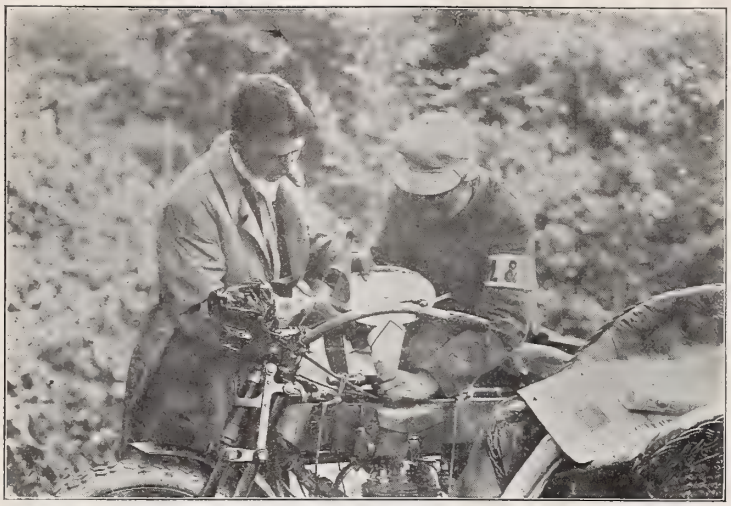
Incidentally Webb put into practice a new idea at Nassau. When he gave Dubois a tube he inveigled from him the pennant on his machine advertising another make of tire. "Scalp No. 1," said Webb as he stowed the trophy safely in the car. And thereafter whenever he saw a rider with rival tire pennants on his machine, the pink faced Webb endeavored to get possession of them. He traded everything from tubes to compliments, cigars and cigarettes, and was highly successful in capturing the enemy's flags. And be it said the more sober Seelye did not voice disapproval. He kept close check, and all the statistics on tire trouble and replacement which his faithful lieutenant reported. More than once his notations were interrupted by the passing of the car over "thank-you-ma'ams," which finally led him to observe that a dictaphone had a notebook and pencil beat 40 ways for keeping tabs on the goings on such a tour. Through this section freshly painted tire signs on the roofs and sides of farm buildings, as well as on private boards, gave evidence of the active campaign for business which the various companies are conducting. Incidentally these signs proved more attractive to the eye and more interesting reading, than the old time quack medicine signs, which they are replacing.

Approaching Albany, dark clouds loomed up again and presaged rain. There was a bad patch of road just before crossing the bridge over the Hudson into Albany. It was a down grade with big rocks protruding, and several riders who took it fast were thrown high in the air. At the bridge, local motorcyclists were stationed to direct the riders to Market Square, the official rendezvous. The main party reached Albany at 1 o'clock, and the tire car half an hour later. Here the tourists were joined by a delegation from Utica about 20 strong, making the largest body of new recruits yet picked up.

The riders scattered to restaurants and hotels for dinner, while a few stood guard over the machines, which were surrounded by a large crowd of curious ones. There was quite a bit of hippodroming around the square by the riders who did fancy riding feats on their machines for the benefit of the spectators. The sky was very dark as the tourists left at 2:30, and rain seemed due at any minute. Headed by a local motorcycle policeman the tourists, about 45 strong, went directly out State street towards Schenectady, the road running straight as an arrow.

The Albany-Schenectady stretch of 17 miles, with its dips and rises, gave one sensations of a Coney Island roller coaster. Along this stretch H. F. McKay, Indian agent of Pittsburg, Pa., was stalled with a bad gash in his casing. He got a new one, together with a tube in exchange for the old ones. Schenectady was reached at 3:15 by the tire cars, and the tourists were half an hour ahead. On the other side of the town the road led past the enormous plant of the General Electric Co., where the various buildings extend over a plot fully half a mile long. In passing the plant a bad stretch of road was encountered, but it soon was left behind.

A. Tornquist, an Excelsior rider of Providence, hung out the distress sign along here and got a new tube. The road here, parallels the Erie canal, the famous intra-state waterway, and several boats were seen passing through. About 10 miles beyond Schenectady, F. F. Dutton, an Indian rider of Utica, who just before had passed the tire car going at a terriffic clip, came on a sharp turn over a bridge suddenly and was unable to make it. He took a big skid, bringing up within three feet of the canal but escaped with a bruised knee, a broken



A RECKLESS COMBINATION—LIGHTED CIGAR AND GASOLINE.



MR. AND MRS. GALE, OF ANGOLA, N. Y.

pedal on his machine, and the muffler was torn off. A couple of miles further on the wreck of a car which had gone through a bridge on a turn was passed.

About this time Seelye, who had been practicing most of the day, developed a very fair imitation of a Klaxon horn screech and gave renditions of it whenever a person or team was seen ahead. Three miles out of Amsterdam the tire car caught up with half a dozen riders, some of whom had stopped for tire trouble. They were fixed up in short order and then all hands cut lose for Amsterdam. Several hinted that their throats were very dry. Quite a crowd gathered in Amsterdam as the riders came in. One fellow had broken off his luggage carrier in a fall, and he transferred it to the tire car. While the machines were standing in the street and their owners were in quenching their thirst, someone, for a joke presumably, rolled one machine around the corner, and when the owner returned and found it missing there was a great commotion. The alarm went out for a stolen machine and everybody hustled around to try and locate it. Finally one of the crew of the tire car suggested that a machine resembling the missing one was standing around the corner. A rush was made for it and it proved to be the "stolen" machine. Upon recovering it, its owner started to replace a broken exhaust valve. Amsterdam was reached at 4:45 in the afternoon. The fast traveling of the day began to tell now and machines were dropping nuts and otherwise getting out of kilter.

After a fifteen minute stop the procession resumed the tour and headed for Fonda. Three miles out of Amsterdam the sky grew dark again, and it seemed as if a heavy thunderstorm was nearly due. Every one went through Fonda without stopping around 5:30 as it was getting late, rain threatened and Little Falls was quite a long ways ahead. It was the original intention of the tourists to make Utica, but this later proved impracticable. Three miles out of Fonda, jolly Sheriman of Cleveland, was stalled with a punctured tube, and the sky was rapidly growing blacker. This was just 25 miles from Little Falls and 50 miles from Utica. It took nearly 20 minutes to get Sheridan going again and then the tire car chased after him. "Conquest No. 7," shouted Webb.

Twelve miles beyond Fonda a gentle rain commenced to fall and caused all hands to ride harder than ever, to try and make the night port. The heaviest part of the storm crossed over the river here, and only the edges of it touched the riders. Canojoharie, the home of Beech-Nut bacon, was reached at 6:30 p. m. It still was raining lightly. Although the Beech-Nut factory signs extended an invitation to visitors to inspect the factory, no one had time to accept it. Fifteen minutes out of Canojoharies brought the riders to Nelliston, which is just across the river from Fort Plain. Three or four riders were laying up at Nelliston, while one, W. H. Struve, of Utica, was fixing a puncture. When the tire car arrived Struve's troubles were over for the nonce. Then all hands lined up at a convenient walnut counter with brass foot rests and trimmings, to celebrate the event and then made a dive for their machines, off again and tearing down the road. It all happened so quick that the natives were unable to make out just what it all meant.

Just before reaching St. Johnsville, the road was torn up for half a mile, and it was necessary to drive over fresh rocks, with jagged edges and then in deep sand which was furrowed and rutted. This stretch conquered, there was a good stretch of road to the town limits, and then the main street was closed undergoing repair. It was necessary to take a back road, through the fields and go through the town on the back streets, until finally a beautiful stretch of brick pavement was encountered. This was so smooth and straight that it was dubbed the "St. Johnsville Motor Parkway," for there was no limit to the speed it would hold. The pavement was followed by miles of excellent macadam, as smooth as a table. The rain had stopped and as dusk was falling the air was cool and fresh, and the ride was the best of the day. The Mohawk river and Erie Canal paralleled the road along here, and more pretty scenery loomed up on bluffs and cliffs of rock overgrown with shrubbery.

On the outskirts of Little Falls, Tourmaster Swenson was overtaken and he was in real trouble. He had had a lot of tire trouble in the afternoon, and his spare tubes went bad, but he kept riding on the rim or rather on a flat tire. In addition to punishing himself, he also punished the machine and finally had to stop just outside the town with his wheel collapsing so that it would not bear his weight. Only two spokes were left whole on one side and the wheel was kinked and bent so that it made a path like a crazy crank. It can be imagined that Swenson rode some to keep ahead of the tire car with a flat tire, but he received terrific jolting. He was so anxious to keep in front that he was unwilling to wait for the "ambulance" car to come along.

He finally rolled his machine into town, a distance of about a mile. Just on the outskirts was a terrific hill and many of the riders were stalled on it. In fact, it was the steepest hill yet encountered on the tour. Good sized crowds were gathered along the streets to see the riders come in, tired and dusty and sore but happy that they were there. The rooms in the hotel were soon all snapped up, and the overflow was sent to private houses. Of course, all who could made a get-there-quick dive for bath tubs or wash bowls, where they could remove the dirt and grime and sweat. After the ablutions, hungry stomachs called for nourishment, but it was a long time before some were satisfied, for the one or two restaurants in town were overwhelmed with business.

Swenson, however, had the pleasant task of building up a new rear wheel and putting on a tire and otherwise overhauling his machine before he would think of eating,

although he was urged to eat first. It was after 11 o'clock before he got through working on his machine, and he making away with a bite when most all of the others were wrapped in the arms of Morpheus.

Tired as they were after the hard ride of Monday, the tourists left Little Falls ahead of schedule on Tuesday morning, pulling out at 6:45. The tire car left at 6:30 a. m., getting away ahead of the riders for the first time on the tour. Despite his pains and aches, from riding on a flat tire and working until midnight to build up a new wheel, Tourmaster Swensen was pretty chipper Tuesday morning.

Good roads again were on the order of the day and with little or no trouble to worry them, the riders simply "beat it" all morning. Only three punctures were reported during the morning's run, and the tourists reached Syracuse at 11:30 a. m., half an hour ahead of schedule. Outside of Syracuse the tire car was sideswiped by another car on a sharp bend in a hill and the top was damaged, while "Duckie" Webb sustained a bruised hand. The driver of the offending car did not stop to see what damage he had done, and there then ensued an exciting chase for several miles until he was overtaken and blacked. For a time it looked as if there would be a grand scrap between all hands, but finally the driver of the strange car calmed down and gave his name and address and agreed to pay for the damage. When the accident occurred the tire car was way over on the right side of the road and only the quick action of Fred Vincent, the driver, saved the party from going over a six foot embankment.

Syracuse was the dinner stop and the tour laid over here until one o'clock. A few more riders joined the tour here. As on the preceding days, the riding of M. E. Gale and Mrs. Gale, on an Emblem twin with a box cross seat, was the feature of the tour. The Gales blew along at a fast pace all day, often touching close to a mile a minute, and at all times being up in front. The way Gale handled the machine at high speeds and on rough roads was a cause for wonder among the other riders, for it generally is admitted that riding the "handcar" is not as easy as it looks by any means. Gale is much heavier than his wife and equalizes the balance by letting his feet hang at times.

For the first time on the tour, the riders traveled by water in the afternoon, crossing Lake Cayuga by an old flat bottomed scow towed by a launch. The roads continued good to the lake, where the party registered at 4 o'clock. The approach to the ferry was down a steep hill. All save three stragglers were on the first boat. The fare was 25 cents a head, so of course the tire car crew was the largest single contributor to the ferry cash box, $1.50.

Owing to the intense heat several riders while on the boat proposed taking a dip in the lake, but owing to the presence of a lady and their lack of bathing attire, they contented themselves with leaning over a low rail and holding their heads in the water. Although it was bright and hot while crossing the lake, after landing and before the riders had gone a mile, heavy black clouds came up out of the west, seemingly in a twinkling, and soon there was a miniature cyclone blowing, carrying with it blinding clouds of dust.

The wind was so strong that it practically stalled many machines and the dust was so thick that one could not see ten feet ahead. This elemental spasm lasted for ten minutes and was followed by a heavy rainstorm. The rain came down for a quarter of an hour and drenched everything, including those riders who did not mind a cooling off and rode through the rain. Most of the riders, however, took shelter in barns and farm houses and under trees. As the roads were good, the rain simply laid the dust, and there was not enough mud to cause any difficulty in making headway, although there were a few falls due to skidding.

It is believed that Gale and his wife were the only ones who did not run into the storm, and this was due to the fact that they got away from the ferry among the first and set a terrific pace into Geneva. There also was another steep approach on the other side of the ferry landing which made starting difficult.

On the outskirts of Minden, twenty miles from Rochester, a stretch of bad road about half a mile in length was encountered. It was a rutty road made greasy by the rain and the "footing" was very treacherous. Acrobatic feats of top class caliber were common and spills were frequent. In fact there were few who did not go down on this section.

Once past the bad stretch, good roads again were found and fast time was made, Rochester being reached at 7:30 p. m. When the tourists arrived they found the city gaily decorated, but quickly became aware of the fact that the fuss was not being made for them but in honor of the Shriners, who were holding their annual convention there.

The riders had been told previously that it would be very difficult, if not impossible, to get accommodations at hotels, as the Shriners had gobbled up all rooms far in advance. It was estimated that fully 40,000 Shriners and their families were in the city and practically every hotel was overloaded. Upon arriving, the tourists were taken in hand by a committee from the local motorcycle club, whose members succeeded in placing some of the tourists at hotels and took the others to their homes. All were taken care of in the city except half a dozen who were compelled to go out seven or eight miles to secure lodging for the night. After witnessing the big Shriners parade and taking a stroll about to see the decorations, the visitors turned in early to make up some of their lost sleep.

With a short run before them, over good roads, for the last day of the tour, the riders did not leave Rochester until 8:30 a. m., the tire car again starting fifteen minutes ahead. George Marlin, of Hartford and Philadelphia, Indian agent, was taken aboard the car at Rochester and rode to Buffalo. Marlin was not in the tour but attending Shriners' convention.

It was the same story of good roads out of Rochester. On the outskirts Dan Maroney, the Iver Johnson rider, of Fitchburg, Mass., was forced out of the tour by the breaking of his fork. It was the first public appearance of the Iver Johnson machine and had attracted considerable attention along the tour. Until the mishap occurred Maroney had been up in front all the way.

Five riders stalled by punctures brought the tire car to rest twice between Rochester and Churchville, ten miles out. At Churchville a stretch of about a mile or so of fairly deep sand made the going rather hard but not impossible to negotiate. Two miles beyond Churchville an automobile party was met, halted by the roadside, and one of the ladies in the party had a rifle in her hands taking shots at woodchucks. She already had potted one. As the tire car rolled up all the occupants held up their hands and shouted, "Don't shoot," but the fair markswoman smilingly replied, "Don't fear, I am not playing Jesse James, and if I were you boys are too nice to rob." This sounded well but we did not have time to continue the conversation and after wishing the fair hunter "au revoir," struck out for Buffalo.

Batavia loomed up at 10:10 and as it was only about 35 miles to Buffalo, a long stop was made here and high jinks indulged in in front of the city square, where quite a crowd collected. About forty-five machines came in here. Just outside the town J. P. Simmons, of Delaware, a 250 pounder and the heaviest rider in the Eastern tour, banged into a team in a dust cloud and damaged his front wheel so that he could not continue with it. He also bruised his right knee. Being unable to make a repair, he took a train to Buffalo, where he procured a spare wheel and returned to Batavia and put it in his machine. He then rode into Buffalo, arriving in the evening, not long after the main body had registered at headquarters.

At Batavia Swensen bought watermelons and passed around. Riders climbed on a sprinkling cart, turned on the water at sprinkler pipe, and had pictures taken, which will be called "Motorists on the Water Wagon."

Riechly, Stevens, Truppner, all Yales, of Newark, wore red fez bought in Rochester at Shriners' celebration.

John Hay, of Providence, R. I., wore crimped colored paper burlesque fez. Comical duck. Boys had him arrested by cop for wearing green fez. This was a fake arrest to get pictures. These photographs will be printed on postals as souvenirs.



ON THE WAY TO BUFFALO WITH



EASTERN DISTRICT F. A. M. TOUR.



ON THE WAY TO BUFFALO WITH THE EASTERN DISTRICT F. A. M. TOUR.



Western Tourists Enjoy Trip from Chicago to Buffalo

With never a Jinx to upset the splendid order of their ranks, the tourists from the Western district struck the old Indian trail out of Chicago Sunday morning, shortly before noon. Although scheduled to set forth at an earlier hour, the constantly arriving delinquents kept Tourmaster P. B. Whitney busy with his pencil checking off the names and handing out instructions to wheeling couriers that came and went with the greatest alacrity. The squad was comprised of three strong divisions, signalized by the letters A, B and C. Each division was marshaled by a road captain. When all had been finally adjusted the word was promptly given and the brilliantly arrayed cavalcade got into motion, sweeping out of the city in a most impressive and unforgettable rolling mass of merry humanity. The route out of Chicago was sumptuously bedecked by all nature could offer in the way of scenery which adorned the journey for the first twenty miles of elegant running. After this, however, the dust began to collect. The first stopping place was Valparaiso, where the tanks were replenished and the pilgrimage resumed. A Thor rider just outside Chicago suffered a spill that almost wrecked his machine, but he himself escaped without injury. At Hammond, Tourmaster Whitney called a halt and gave explicit road instructions so that there would be no one lost. This measure was adopted as a good precaution, and, it is believed to have saved considerable embarrassment and annoyance, especially where there was any possibility of straying at forked roads, over which places have always hung superstitious terrors, from the days of old. Although tire troubles arose during the first part of the tour, the United States Tire Company's car was always on the job, and no little distress was promptly alleviated by the "rubber doctors," who were detailed with the tourists for just such missionary work.

South Bend ended the first day's run. Here the touring party was met outside the city by the South Bend Club and escorted to the Oliver Hotel, where they checked up. Here also the roll was called and all found present or accounted for. After a hearty supper (all suppers of touring motorcyclists are hearty), the riders assembled for the Western District F. A. M. meeting, at which a committee of three was appointed to arrange for the next endurance run, in the fall.

One of the features of the second day's tour was the magnificent running time made through Bryan, which was reached at noon for dinner (a pleasure which the tourists never once missed throughout their long trip); and also the time made from Bryan to Toledo, which was reached without accident shortly before nightfall, after a run of some 166 miles.

In all, 82 machines arrived at Toledo, Ohio, where Mr. Coffman courteously entertained all the riders at a dinner given by him on Toledo Farm. The tourists entered Toledo, about 80 in all, entering the Standard Garage in double file with mufflers closed. Here the machines were all checked and the party, after signing up, took a car to Toledo Farm, where a good chicken dinner was relished under Mr. Coffman's supervision. After the dinner was put away the old, cold bottles began to appear, and then Mr. Whitney, who was called on for an address, discussed the future possibilities of the F. A. M., together with its success in the Western district, and, in concluding, expatiated on the tour and launched a big boom for a gigantic meet in Chicago for 1912.

Sharp on schedule time the tourists made their adieux to Toledo early Tuesday morning, at 7 a. m., with everything favorable to the riders, even to the weather, which was bright and buoyant as their own cheery spirits. Even the face of "Old Sol" himself wore a genial smile, which betokened that everything calculated to cause annoyance was absent, so far as the elements were concerned. Tire troubles, to be sure, and a few relentless trifles in the shape of slight defects in the machines, cropped out now and then, to the intense amusement of the party, but the cordial good humor and extreme conviviality so enlivened the occasionally lagging progress that a multiplicity of such petty handicaps could scarcely be felt.

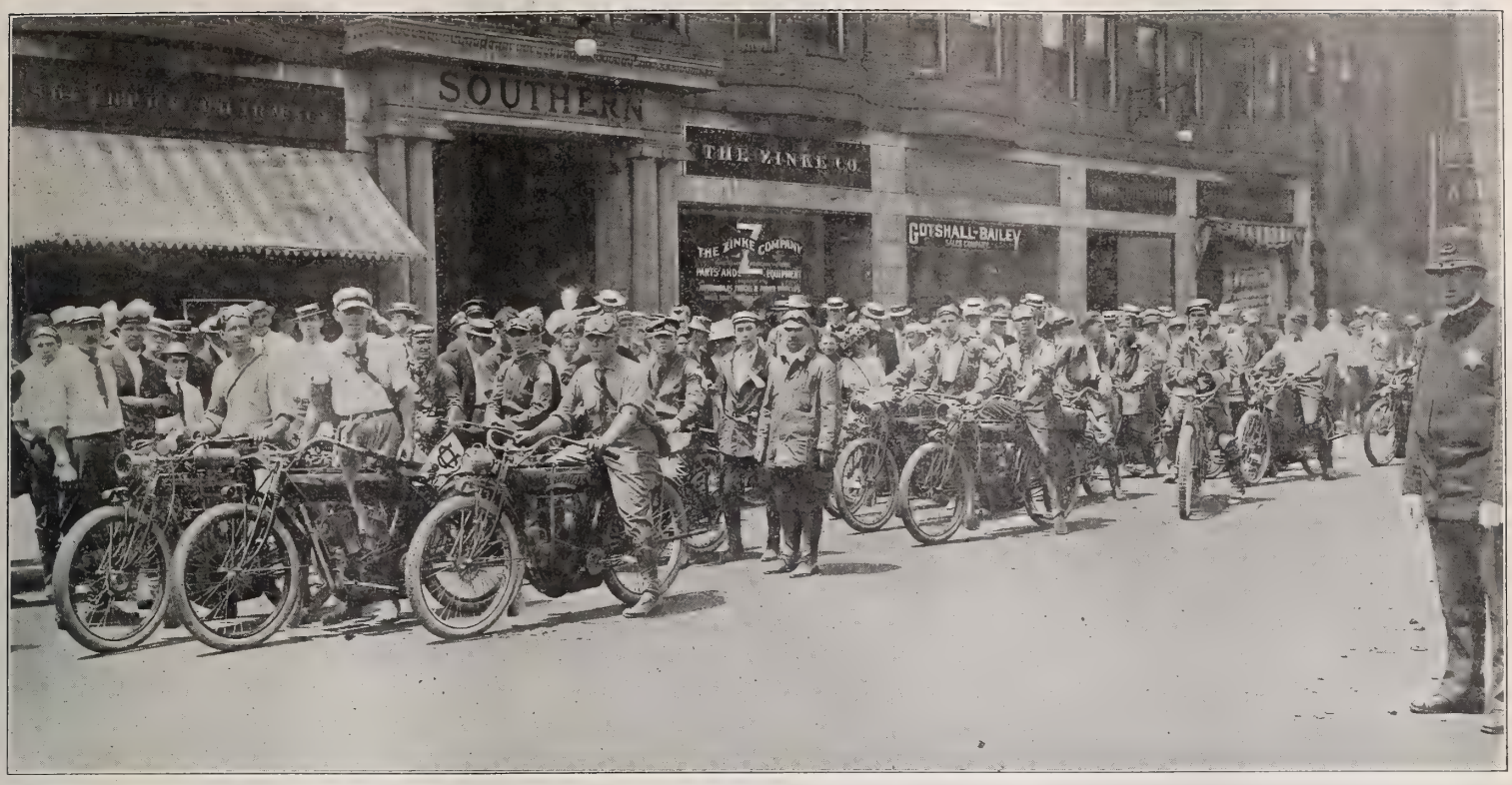
In all, the Detroit and Toledo attachments of the "brigade" numbered about twenty, and of these a few of the more adventurous went astray while trying to solve the labyrinthine mysteries of the deviating roads which run about with such amazing convolutions in the vicinity of Toledo's outskirts.

In order to gather their lost brethren into the fold, however, a stop was made, about ten miles out, by the advance riders who, in this way, reunited the party with their shoutings and trumpetings, which caused no end of merriment. After the bewildered wanderers had been conceded a half-hour rest the journey was resumed over a fine road through Fremont, at the end of which, gasoline and oil were purchased in great quantities, to say nothing of that rare old, fluidic fuel which kept the human motors, or at least not a few of them, steaming along in the finest of fettle for many a jolly hour.

By acclamation, however, the riders all voted that the great desert of Arabia has nothing whatever on the roads to Clyde, which evoked visions of Saharan wastes by their stretches of sand—long, loose, arid stretches which would set at naught even the all-conquering patience and tranquility of a camel. Despite this terrific handicap Mrs. Smith, on her M-M, made some magnificent time, and succeeded in reaching Clyde with the rest.

All the way to Castalia, sand also abounded through the greatest intervals, and it was simply a case of grit versus grit, until the riders finally struck the roads leading to Sandusky—nine miles long and all macadamized—"fit treat for those who had struggled and eventually won to it," was the general comment.

On reaching Sandusky, however, the riders found themselves an hour and a half behind time, and so it was accordingly agreed that all should now ride a little faster, in order that they might have a greater amount of time to disport themselves at Cedar Lake. When they had ar-



THE START FROM THE HOTEL SOUTHERN, CHICAGO, SUNDAY NOON.

rived at their halting point, therefore, the tourists quit their machines and at once hiked over the the boat for the half-hour trip on the lake. On reaching the Point they all put on their "beauty faces" for a photo, and then they got out their appetites in the hotel dining room.

When everyone had been fed and filled, and life once more seemed like a motorcycle course over an asphalt road, Tourmaster Whitney assembled the gathering of pleasurists, and with an imperious wave of his fist admonished them to get all the fun they could out of the next three-quarters of an hour, after which they were due to take the 2 o'clock boat to Sandusky. A wild cheer greeted Whitney's injunction, and from that time on the scene became a fun feast.

For the most part the feature of the alloted pastime was swimming, both voluntarily and otherwise. Especially otherwise. One of the troubles was that on the whole Point, during the time allotment, there were not sufficient bathing suits to go around. A slight handicap such as this, however, by no means deterred the more resolute from their purpose, and, as a result, an exteremely novel bathing suit became the fashion. This new paraphernalia resembled more a motorcyclist's rig than the regulation bathing costume, to the end that half the Lake Erie fishes got apoplexy upon seeing this sort of all-conquering motorcyclists invading their domain with their fancy speed strokes and water-track maneuvers. Such was the voluntary portion of the swimming pleasure at the Point.

As for the involuntary part of the pleasure (it surely was a pleasure—for others) the feature of this other branch of the natatorial diversion was it distinct abruptness: Anyone who declined to pay a courteous visit to "Old Father Neptune" was doomed, and short was his shrift. Among these latter who suddenly found themselves floundering about in the wildering waves were Jacobs, Hinkley and Bernard, whose struggles and yells started the post meridian echoes, as they writhed in the resolute grasp of their doomsmen, who dashed them bellowing and resisting into the deep, to the uproarious hilarity of others who discretely kept aloof. Still further was the merriment of the crowd heightened by the action of Nicholson and Wickwire, who, on finding themselves cornered by their relentless comrades, plunged wildy head foremost, clothes and all, straight into the flood.

But Old Dame Nature, who believes that motorcyclists have enough fun on land to content any rational minded man, handed her bill in for this merry transgression of her boundaries; for, hardly had the party been sailing back five minutes' time before a great lowering cloud overcast the sky and began scowling at the returning pleasurists. A few minutes later it seemed as though every wrathful force on earth was let loose. A tremendous storm raged and ravined with cyclonic force over the whole lake. Consternation seized on every soul and a mad rush for life preservers at once ensued, as the frail vessel "rose and fell 35(?) feet" with every mountainous wave that buffeted it about as though it was the merest toy. To add to the general terror(?) the ship was fully a mile from shore, and was obliged to face the fury of the gale which was whistling by at a 65-mile-an-hour pace, deafening everything with its confounded racket and, in inarticulate language, threatening to end the convention trip in Lake Erie instead of Buffalo, that very afternoon, just as soon as the Fates gave them the word.

The destinies that preside over good races, however, decided to give the tourists another chance and abated the storm, after a half-hour's deliberation on what a loss to cycledom such a catastrophe would mean, and, consequently, a safe landing was effected, to the joy of oldtime seamen, who declared that never before during their whole lives had they witnessed such a raging tempest on Lake Erie.

Upon debarking, the pilgrims were once more convoked by Tourmaster Whitney, who wanted to know whether the party should attempt the journey to Cleveland over the wrecked roads, all buried in mud and muddier water, or whether the steamer Eastland should be taken to Cleveland, so as not to disappoint the Continental Rubber folks Wednesday noon. By unanimous vote the ship route was adopted, whereupon all hands at once went aboard, and dancing was in order with many a pretty maid, who overlooked a motorcyclist's khaki outfit to remember its wearer the better, as a gentleman and an adept at the two step.

After a delightful sail, which was replete with the ultra-romantic, the riders docked at Cleveland and, after checking-in, everybody rushed pell mell to the dining room of the Hollenden Hotel to see what sort of stuff an epicure can get in Ohio. After a perfect gorge, that would bring the blush of shame to the face of a gourmand, Tourmaster Whitney once more opened

his mouth's stentorian caverns and announced another special meeting, but it was no go. Everybody was too happy to talk business and so after a few more futile attempts to drag the party into the committee net, the practical and disappointed Whitney decided to call the meeting off.

Throughout the entire journey Mr. and Mrs. Lang, of Chicago, accompanied the tourists in a Warren auto, and on account of the skiddish roads at Sandusky the pair went to Cleveland by boat. Lang, Junior, was championed by Mr. Puls, of the Harley-Davidson sales force, the two going in the machine to Cleveland. In addition to these was Mrs. Smith, who was admired by every rider for her nerve and good spirits. At all times, although not necessarily frequently, she was given every assistance by the men, who desired to show her their absolute loyalty.

While coursing down Erie street, in Cleveland, Whitney took a bad spill which resulted from a car track, but he was undaunted by any accident that could befall him and in a short time was heading the way again. Old recollections were revived also by the straw hats which were purchased at Cedar Lake, because of their resemblance to the ones worn by the Hope Club of Philadelphia during their endurance run in 1910.

The ranks of the riders were increased July 12 by the Misses Marie Blatten and Gladys Williams, of Lorain, O. Miss Blatten rode a 4 horsepower Harley, whereas Miss Williams traveled tandem with Dr. Webster on a 7 Indian. Besides these, a group of riders from Akron and other environs fell into line from Cleveland. W. C. Beaman, of the San Francisco M. C., who had come all the way from the Golden Gate, also became a part of the picture on Tuesday, after a trip of 21 days on a 7 Indian. According to his report, the roads are extremely poor from San Francisco to Cheyenne. In like manner, P. E. Kottlowsky, on a Thor Four, journeyed from the Pacific Coast to Chicago in about the same length of time. Six machines joined the F. A. M. tourists from places south of South Bend, and South Bend itself furnished two more. Riders on the tour were:

W. G. Lauterbach, Mendota, Ill. (Yale); W. C. Lockwood, Chicago (M. M.; F. G. Wilhelm, Chicago (M. M.); P. E. Haller, Chicago (M. M.); J. Speropoulos, Chicago (M. M.); J. C. Hosman, Chicago (Harley-Davidson); R. E. Underhill, Chicago (Harley-Davidson); G. Kohlhardt, Cudahy, Wis. (Harley); G. A. Pols, Milwaukee (Harley); Frank Ollerman, Milwaukee (Harley); Walter Davidson, Milwaukee (Harley); Roy Bowser, Chicago (M. M.); H. B. Whitney, Chicago (Indian); N. T. Back, Chicago (Harley); F. M. Reder, Chicago (Harley); A. Kling, Rockford, Ill. (Harley); A. Anderson, Rockford (Merkel); R. A. Croon, Rockford (Harley); A. L. Johnson, Rockford (Harley); J. R. Purdy, Chicago (Harley); O. Parsons, Chicago (Harley); D. Goldman, Rockford (Harley); E. L. Drummond, Chicago (Harley); J. A. Harmsley, Danville, Ill. (Emblem); H. P. Reynolds, Chicago (Yale); W. W. Ingram, Rutland, Ill. (Yale); Ed. Harmon, Kenosha, Wis. (Indian); R. D. Wickwire, Chicago (Indian); E. C. Marquardt, Burlington, Ia. (Indian); H. H. Huntsbery, Cleveland (Merkel); H. W. Cutting, Peru, Ind. (Indian); Al. Hanson, Kansas City (Indian); S. Rosenthal, Chicago (Indian); T. C. Monroe, Chicago (Sears); C. A. Carpenter, Milwaukee (Indian); George Hedges, Chicago (Indian); A. H. Grooms, Chicago (Indian); H. R. Hedges, Chicago (Indian); L. J. Leonard, Chicago (Indian); G. H. Crocker, Chicago (Indian); C. A. Wellman, Chicago (Indian); J. H. Poisson, Grand Rapids, Mich. (Indian); R. O. Chipman, Grand Rapids (Indian); A. T. Barlass, Chicago (Indian); H. G. Jacobs, Chicago (Indian); S. W. Nicholson, Chicago (Indian); A. H. Crocker, Chicago (Indian); C. S. Hinckley, Aurora, Ill. (Indian); W. E. Mason, Chicago; J. J. Alexander and P. A. Heirman, South Bend (Excelsiors); L. L. Jordan, Chicago (Excelsior); E. Perkoritz, Evanston, Ill. (Excelsior); P. D. Rosche, Chicago (Thor); R. T. Lentz, Lagrange, Ill. (Thor); E. A. Kapso, Chicago (Thor); G. E. Gemin, Mobile, Ala. (Thor); S. Brown, Chicago (Excelsior); M. A. Held, Chicago (Excelsior); C. B. Frank, South Bend (Excelsior); C. J. King, Lewiston, Ill. (Excelsior); J. A. Kieff, Chicago (Excelsior); O. R. Chittenden, Indianapolis (Indian); V. O. Scanling, Oaktown, Ind. (Indian); Chas. Herman, Terre Haute, Ind. (Indian); C. C. Palmer, Chambers, Ind. (Indian); E. J. Baker, Indianapolis (Indian); A. Dietzman, Detroit, Mich. (Merkel); J. C. Frey, Jr., Detroit (N. S. U.); H. G. Smith and Mrs. Smith (M. M.); Earl Sutton, Toledo, O. (Excelsior); W. H. Snyder, Columbus, O. (Emblem); J. W Wells, Columbus (Merkel); J. A. Shuster, Columbus (Merkel); H. H. Snyder, Columbus (Emblem); Earl Krantz, Loraine, O. (Harley); H. Johns, Loraine (Wagner); J. H. Kienzle, Loraine (Indian); G. W. Williams, Loraine (Indian); Roy Bouton, Lakewood, O. (Indian); A. J. Lewis, Alliance, O. (Harley); A. M. Webster, Loraine, O. (Harley); R. T. Phillips, Conneaut (Excelsior); E. R. Francis, Newark, O. (Excelsior); C. A. Schmitt, Cleveland (Indian); E. L. Russell, Detroit (Emblem); Fred Schlauss, Toledo (Yale); L. L. Loser, Toledo (Yale); A. F. Granger, Detroit (Merkel); A. R. Oberwenger, Toledo (Yale); S. J. Chubbuck, Toledo (Yale); E. G. Root, Springfield, O. (Indian); Leo Lubbers, Springfield (Harley); F. D. Shomo, Dayton, O. (Indian); C. T. Henderson, Springfield (Thor); J. A. Campbell, Dayton (New Era); E. H. Tracy, Cleveland (Indian).

Work of the F. A. M. Officials; Their Annual Reports

Preceding the election of officers at the F. A. M. meet in Buffalo, on July 13th, the several officials rendered their reports for the year. In the course of his remarks President F. I. Willis said:—

"The success of the organization has been brought about by the untiring energy of the many active workers who make up this important body and have so much to do with the controlling of the welfare of the motorcyclists of the United States.

"The Federation of American Motorcyclists was organized on the 7th of September, 1903, with 42 charter members. At the annual meeting held six years later, in Indianapolis, when your president was elected, we had 2,580 members. Today we have approximately 10,000. Your executive has contended, from the start, that we could not be of large service to our membership until we had a sufficient number of members to properly organize the districts and states and derived sufficient revenue to carry on the work that was before us. Today the F. A. M. is in a position to be a power to its members. Never before were we so well organized, either by district, states or local clubs.

"During the year the work of the president and the officers has been most harmonious. All business has been handled promptly and satisfactorily, much credit of which is due Dr. G. B. Gibson, the secretary, anad his able assistant. The vice-presidents have thoroughly organized their districts, and special mention should be made of each of them."

The various committees were very highly commended for their work during the year, particularly the membership committee, the report calling attention to the fact that the membership had doubled during the twelve months, under the work of Chairman Estabrook. The principal action of the Board of Directors during the year, President Willis said, was the canceling of affiliation with the N. C. A. after the board had submitted a new plan of affiliation to the cycling body, and the latter had turned it down. He recommended that touring facilities should be greatly improved; reciprocity with Canada, for tourists; the good roads committee co-operating with the American Automobile Association; the admission of Canadians to membership and reducing the size of F. A. M. districts.

"The time has now arrived when the F. A. M. should maintain a national office, managed by a national secretary, on a sufficient salary, from which all business of the F. A. M. as is practical should be conducted. The various committees," the report continued, "could then devise ways

and means of furthering the interests of the F. A. M. and this work could be directed from this office, without the great burden that now falls on the individual members of the committees, particularly the chairman.

"Heretofore the president has served without remuneration for personal office expenses, save that of postage and stationery. The present incumbent has given his time and expenses cheerfully without hope of gain, but now that the work is requiring more time, it is only fair that the incoming president should be voted, by the board of directors, a nominal salary, which would cover his actual expenses. Should the incoming president not be properly equipped with the necessary office equipment, the work would be more laborious and, hence, more reason for a sufficient expense allowance.

"On retiring as president of this body, I have to say that the two wears of work have been a pleasure to me and, I trust, profitable to the organization. Under our present constitution, I will become a member of the board of directors and will not, by any means, lose interest in F. A. M. affairs. It is necessary for me to withdraw from the presidency, owing to the great tax on my time, which I must of necessity devote to my other interests.

"I wish to personally express the thanks of the association, as well as my personal thanks, to all of the officers, the committees and the membership at large, as well as the press, for the kind consideration that they have shown me, while I have been your persident. I retire only with the safe assurance that the F. A. M. will continue to grow and prosper."

Secretary-Treasurer G. B. Gibson told in what bad condition he had found the records of his office when he took up the work, and stated that now he had a full office equipment, insured at $500, and a system whereby he can at once refer to any transaction and give a report on the same. He reported a membership of 9,664 against 4,653 on September 12, 1910, a gain of 5,012 in ten months. One thousand three hundred and five of these members, however, are from one to three years in arrears for dues. By districts, the Western leads with a membership of 3,080; second, the Eastern with 2,541, then comes the Southern with 1,935, and the Pacific with 740. New York State heads the list of states with 979 members, and Illinois is next with 790. There are 168 affiliated clubs and 313 registered repair shops.

In the contests for new members in which a gold watch was offered to the one securing the greatest number in each district, B. A. Swenson, of Providence, R. I., comes first in the Eastern district, with 46; William Wood, of Baltimore, with 41, in the Southern; C. H. Drude, of Detroit, Mich., is the winner in the Western with 56, and R. Y. Leslie, of Pasadena, Cal., with 71, takes the Pacific prize.

In giving the treasurer's report, Dr. Gibson said:

"It is necessary for me to appear before you and state the fact that we are unable to satisfactorily balance our books.. The reason for this unfortunate condition of affairs, is that the tangled up condition that we inherited made it impossible, we think, for any one but an expert bookkeeper, doing nothing else, to keep things as we know they ought to have been kept. Early in the past fiscal year, and for a few months of this calendar year, I had to issue scores of cards to men who had sent money for memberships, to either of the last two secretaries, and never got anything in return, although they later proved payment to me. I then issued them membership material, and when this condition was most in evidence, tried my best to keep the books properly balanced, but found that I could not. I freely told President Willis that I was unable to strike proper balances, because of the load I had inherited, and he has tried to help me out.

"My bank accounts have at all times balanced to a cent and do today, but the trouble has been in the national treasury account proper, where I am supposed to only retain three-quarters of the money received, and out of that sum pay the national organization bills, giving the one-quarter to the various districts for their use. Then there were scores of renewals paid under the same conditions, which further complicated matters. I am sorry to state that quite a number of cases came to our attention where money had been sent to the offices of two former secretaries, the money being retained and appropriated, and kicks later registered with me. To all men who proved payment in this way, I, at first, issued membership cards, as, to my mind, the best way out of this regrettable condition. Later, President Willis advised me to cease doing this and only to attend to money that reached me But still the kicks came and these men are probably damning the F. A. M. and classifying it as a fake get-rich-quick scheme.

"All the money that has reached me has been entered on F. A. M. books and deposited to our account. I have proper vouchers for all money I have paid out. There is no way of knowing how much I have taken in, you must have confidence in my integrity—take my books as they are —and believe that the condition was unavoidable. During the past year I have at all times taken advantage of discounts and have saved a little over $50 by so doing. All bills are paid up to date and we are practically free from debt—our credit is excellent and confidence once more prevails among our members."

The report showed a balance on hand last year of $939.13. The total receipts for the year were $9,094.49; the disbursements, $8,853.39, leaving a balance, according to the books, on hand to date of $1,180.23, but Dr. Gibson reported an actual balance of $1,135.28. The legal fund, which is a part of the above amount is $596.56. The assets of the federation were reported as amounting to $2,500.

The report of V. P. Mann, of Boston, Mass., who has been acting in the place of the retired Eastern district vice-president, Wilbur, was read by Secretary Gibson. The report said in part: "The recent resignation of Vice-president Wilbur, a fact we all so sincerely regret, leaves me in the unfamiliar position of having to make a brief report for the Eastern district. First of all, we feel the very keen loss of the able executive of whom ill health has deprived us. Under his devoted and competent guidance the Eastern district has made more advances during the past year than ever before. One of the results has been the successful fight that has been waged in New York State to preserve the rights of the motorcyclist. This we believe has resulted in the greatest good to the greatest number, though some within that state have felt that it was not all to their liking. We believe the fault lies not in the errors of the result of this fight to be free of the restrictions of the Callan law, but in the errors of other laws that permit the various cities and towns of making restrictions of their own that apply to any kind of vehicle. It is along these lines that further enactment should be sought. . . ."

Mr. Mann also said that the New England States are beginning to take up motorcycle touring to a greater extent, and that the interest in motorcycling in general in that part of the counttry is becoming greater. In his report, Mann stated that the Eastern district had placed itself on record unanimously for the election of G. H. Hamilton for the Eastern vice-president, and had he not later in the day been elected president, Mr. Hamilton no doubt would have been honored with the office chosen for him by the Eastern district. Mann also stated that the Eastern district wished that the F. A. M. would recognize E. M. Estabrook as their candidate for national president. He also mentioned the fact that Springfield, Mass., would like to have the next national meeting.

Vice-president P. B. Whitney, of the Western district reported a membership of 3,055. Each state in his district, with the exception of Montana and New Mexico, has an active state commissioner. The endurance run, held last October, proved a great drawing card for members, and another is planned for the coming fall. He reported the financial end of the district in good shape, with the exception of $45, which the combined efforts of President Willis and himself had been unsuccessful in securing from Rickerts, who was treasurer in 1910. The district does not owe a cent, and has about $185 on hand. The summer meeting of the district was held

at the New Southern Hotel, Chicago, on Sunday morning, July 9th, previous to the start of the western tour for Buffalo.

P. B. Whitney was nominated for the vice-presidency of the district for the ensuing year. Whitney stated that there is in his office a complete record of all correspondence, a card list of members, and other material which is available, at any time, to any member of the district, for reference.

For the southern district, Vice-President L. W. Thompson stated that indications point to a constantly increasing membership, and that it had been necessary for them to go to the legislatures of the various States to fight obnoxious legislation. He agreed thoroughly with Estabrook's plan of re-districting the territory, stating that the district as it now stands, made up of sixteen states, extending from Maryland to Texas, is entirely too large for one vice-president to cover thoroughly and to the best advantage. It is impossible, he said to have a district meeting, with representatives from all of the states present. The regular meeting of the district was held in Louisville on June 12th. J. B. Coblens was unanimously nominated for the vice-presidency of the district for the coming year.

Chairman Estabrook for the membership committee reported that through the kindness of the motorcycle and lamp manufacturers, an envelope containing F. A. M. advertising matter, had been enclosed in tool boxes of nearly all makes of motorcycles, and motorcycle headlights. Forty-six thousand five hundred were so placed, and he stated that the results were more than gratifying. An expenditure of $963.83 for printing, postage, supplies, etc., was reported. Estabrook advised an aggressive publicity policy, and that all clubs should amend their by-laws so that all future initiations after August 1, 1911, should include F. A. M. dues, exempting only such club members that are not F. A. M. members on that date. This would in time work out the 100 per cent. plan of membership for clubs and render the national organization practically independent of an unstable individual membership.

The Transportation and Facilities Committee had confined its efforts, according to Chairman Buffington, to the work of securing registered repair shops, with inside and outside signs, in this way to bring the F. A. M. constantly before all motorcycle riders throughout the country, and having these shops keep on hand membership application blanks, for riders who might wish to join. He reported the total number of registered shops as 228.

The press committee report was made by G. Van Riper, of Indianapolis. Mr. Van Riper reviewed the work that he had done for the last eight months. He stated that he, as the publicity man for the F. A. M., had sent out a weekly printed news letter to 400 newspapers over the country. These news letters contain stories of motorcycle events, and of motorcycling in general, and the purpose of the work of the publicity council is to get the people in the country interested in motorcycling. After eight months' work, the publicity department has over 200 papers using their weekly letters, giving ahe publicity a circulation of 9,000,000 people.

Dr. J. P. Thornley, in his report for the competition committee, made various suggestions, particularly regarding changes in the competition rules, and suggested that if the races which are becoming so popular, increasing in number daily, were to be run and controlled by the manufacturers, that they should do so in fact, and the Federation should withdraw. If, on the other hand, however, the F. A. M. was to have charge of them, under their sanction, the sport should be above reproach in every respect, and all treated alike in all fairness; no one manufacturer favored in any way, at any time. He also went on to say that rather than criticising the chairman of the competition committee or the referee, the manufacturers and the riders alike should have implicit trust and confidence in them, knowing that they were treating all alike and doing everything for the best interest of the sport. The manufacturers should back up the referee to the fullest extent, Dr. Thornley said, and instruct their riders to abide by any decision the referee should make, riding under protest, if necessary, but riding any way. He suggested that because of the great amount of kicking on the part of promoters against paying the fee of the referee, and often the inability of the competition committee to secure a proper referee's report, that the sanction fees be changed, increasing the amount; the increase to cover the referee's fee, to be paid by the chairman of the competition committee upon his receiving a proper report. It was also advised that a rule be passed making any rider a professional who competed in an event, other than the national F. A. M. meets, outside of a radius of fifty miles of his home.

Savannah Club Accepts Offer.

The Savannah Motorcycle Club has been notified by the Savannah Automobile Club that motorcycle races will probably be arranged to take place on the day before Thanksgiving, in connection with the Vanderbilt and Grand Prize automobile races. The plans under consideration call for a three days meet, with the automobile races on Tuesday and Thursday and motorcycle races on Wednesday.

At the annual meeting of the club held on Tuesday, the 27th ult., it was decided to accept the offer of the automobilists, and a committee was appointed to make plans for the event. Several new members were taken in, and the following were elected as officers for the ensuing year: Otto Kolb, president; J. E. Hodge, first vice president; D. Schrivalle, second vice president; G. R. Rossignol, Jr., secretary; John Waters, treasurer; I. F. Gibson, captain; D. Clark, first lieutenant; O. W. Stacy, second lieutenant.

Club Formed in La Crosse.

Plans for the formation of a motorcycle club in LaCrosse, Wis., were recently consummated, and at the first meeting held the following officers were elected: E. Frank Munn, president; William Novrosky, vice-president; Clarence J. Weber, secretary; George L. Larson, treasurer; Otto Gudenschwager, captain; Conrad Nelson, first lieutenant; William Jansen, second lieutenant. Plans for several runs were considered and a resolution was adopted requiring riders to keep within the speed laws, if they desire to remain members of the club, and that the muffler cut out should not be used in the city.

"Have been taking your paper for years and feel that I cannot do without it. In fact I look for it in every Monday morning's mail, even with more anxiety than I would if I expected some big check."—Louis Lakowski, New York.

DE ROSIER WINS SERIES OF MATCH RACES WITH COLLIER.

It's all over. Jake is the winner. DeRosier takes two out of the three heats in the match races with C. R. Collier, at Brooklands track, Weymouth, England, on the 15th inst., and thereby not only decides the supremacy of the two famous crack speedsters, but wins a purse of $650. The match was run in three heats; in the first —five and a half miles—Jake took the pace and won; in the second—over a distance of 13½ miles—DeRosier's tire came off and Collier won; the third—a distance of 27 miles, Jake won through terrific riding, by one-third of a mile. Collier was extremely fast in all of the heats and in some of the laps the time recorded showed 85 miles per hour. Brooklands track is approximately 2¾ laps to the mile. hence the heats were for 2, 5 and 10 laps, respectively. DeRosier rode his 61 cubic inch Indian, of course, and Collier a Matchless-JAP, of the same class.

CONSTANT WINS TEN MILE CHAMPIONSHIP AT BUFFALO.

A special wire from Buffalo states that John U. ("T. T.") Constant, riding an Indian, defeated Frank Hart in the ten mile amateur championship race at the Fort Erie track on the 14th inst., thus winning the title for the ten mile distance. Hasha, of Texas, took the fifteen mile professional, beating out Charles Balke. The time in the ten mile was 9:29, and in the fifteen, 13:49⅗.

How Godfrey Won the Tourist Trophy Race

Interesting Details of the Great Event—DeRosier Leads for the First Lap but Later has a Spill—To Gain Speed Collier Sacrifices Gasoline Consumption.

The Tourists Trophy races for year of 1911 have been run and won, and in both events remarkably fine performances have been made. P. J. Evans won the junior race held on June 30th, riding a three-speed 2¾ H. P. Humber twin, at an average speed of a fraction over 41 miles an hour. Thirty-four riders started in this event and was brim full of incident and excitement from start to finish, and it was not until the winner was within a few hundred yards of the finish that any one had any idea as to who would cross the tape first. The first competitor was sent away a few minutes after 10 o'clock, and the others followed at half-minute intervals. Some sadness



O. C. GODFREY, THE WINNER.

twenty-one completed the 149.6 mile course. In the senior, run on July 3d, there were fifty-nine starters, and twenty-eight finished. The course covered a distance of 187½ miles, and the time of winner, O. C. Godfrey, showed an average speed of 47½ miles an hour. Godfrey rode a 3¾ H. P. twin Indian. Five Indians started and they all finished. Godfrey, first; C. R. Collier, second (disqualified); C. B. Franklin, Indian, third, and A. J. Moorehouse, Indian, fourth. The result being a great victory for the American made machine, and proving the superiority of American mechanical genius over other nations. The first twenty-one in both the junior and the senior races were all equipped with Bosch Magnetos.

There were fifty-nine out of the sixty-seven entries, on the starting line on Monday morning, the 3d inst. The weather was exceptionally fine, and the riders all had a good start, preassuring good time for the race, of course taking into consideration, the severe nature of the course. The race was occassioned at the start, by the calling for number eight. This number was to go to Victor John Surridge, a 19-year-old Rudge-Whitworth rider, who had crashed into a wall of rock and was killed while practicing at Glen Helen, on the Tuesday preceding the T. T. race.

As soon as all of the riders had got under way it was plain to be seen that there was going to be a hard struggle from start to finish, particularly between the Indian riders, including Jake DeRosier, Godfrey, Franklin and Moorhouse. DeRosier led for the first lap, with Godfrey and C. R. Collier only 33 seconds behind him, tied for second place.

At the beginning of the second lap, C. R. Collier jumped to the front, with Jake in hot pursuit, with Godfrey and Franklin following close behind. This position was held in the third lap, with the exception that Godfrey had passed DeRosier. Because of having to stop for fuel several times, on the fourth lap, Charlie Collier was found in third place, 6 seconds behind Franklin, who was second, with Godfrey first.

After the last rider had been sent on his way, the crowds settled down to comfortably watch the race. Hardly had they done so when C. R. Collier was sighted. He was by like a flash and then came Quentin Smith, on his Triumph. Then Applebee, on his Scott, and Jones, on a Premier, roared past and the race was on in earnest. Perryman (Ariel) and Newsome (Triumph) went by slowly, but then came Godfrey on an Indian, Carvill on a Triumph, and Myers (Scott), who were all doing better than 50 miles an hour when they whizzed by. A second, and Edmon, on a Premier, pulled up and shouted for a knife. They were thrust at him by the dozen, and in a second he had cut off a bothering strip of canvass gaiter and he was off again. North and Elce, the former on an Ariel and the latter on a Rudge, then tore past, neck and neck, followed by Berlie.

About this time the troubles started. Tires began to blow up and several other minor accidents were heard of. Cooper in making one of the bad corners, had endeavored to apply his rear brake, but it failed. In trying to save himself, he used his foot brake, and this locked the wheel, sending Cooper head over heels across the handle-bars. In a few minutes however, with his chin cut and bleeding and his foot rests out of commisison, he was off again, amid the cheers of the onlookers.

At Quarter Bridge, where there was the most dreaded turn, exciting scenes were taking place. Jones, considered an expert at taking turns, in taking this bad one, actually rode up the curb, struck the wall of the bridge with his foot rest, bounced back, and went off without stopping. Harry Collier came next, practically with no gasoline left in his tank, and his machine only firing occasionally, he refilled and was off in a hurry. Alexander by this time came yelling for water. Something was wrong with his machine, and his radiators had run dry. Alexander got off again, but had to give up later on because of ball-bearing trouble. This corner was so dangerous that preparations had been made for the worst kind of mishaps. Everything was in readiness, but luckily nothing serious happened. A clever piece of driving thrilled the spectators here. Applebee was riding in the clouds of dust sent up by Franklin's Indian down to the bridge. He was going at full speed, almost to the turn and here he bluffed Frank-



ON THE MOUNTAIN ROAD, FRANKLIN LEADING.



DE ROSIER MAKING A BAD TURN.



THE LARGE LAP RECORD BOARD AT THE START.



C. R. COLLIER AT CRANKNY MANOR TURN.

lin and shot around the corner a length ahead, picking up wonderful speed on the stretch. Just then Jake DeRosier tore past, riding in splendid form, and with a lead of 33 seconds over Collier. The latter picked this up on the second lap, however, and forced Jake to second place. At the end of the first lap the riders were in the following positions:

Distance 37½ miles.

1 Jake DeRosier (3¾ Indian)..... 46
2 C. R. Collier (4 H. P. Matchless).. 46:33
3 O. C. Godfrey (3¾ Indian)..... 46:33
4 A. J. Moorhouse (3¾ Indian)..... 47:19
5 F. A. Applebee (4 H. P. Scott).... 47:33
6 C. B. Franklin (3¾ Indian)..... 47:48

Collier Blunders in Second Lap.

C. R. Collier had evidently miscalculated the gasoline consumption for his machine, for he had expected to do two laps on a tankful, but only did one, and had to stop for a recharge. This mistake proved his big blunder in the race and caused his undoing. Rankin, riding a Singer, ran off the road in the second lap, near the dreaded bridge, and had to be taken to the hospital with a broken ankle and concussion of the brain. Alexander next passed the starting point on his Indian, with his face cut and bandaged and his clothes badly torn, as a result of a bad fall. He also had tire trouble. Hardly had Alexander passed when C. R. Collier rumbled by, now having a lead of 44 seconds over Jake DeRosier. The result at the end of Lap 2—Distance 75 miles:

1 C. R. Collier 1:32:29
2 Jake DeRosier 1:33:13
3 O. C. Godfrey 1:33:27
4 C. B. Franklin 1:34:53
5 A. J. Moorhouse 1:36:45
6 F. A. Applebee 1:36:52

Indians Come to the Front.

In the next lap things began to look dubious for the popular English machines, as Harry Collier had evidently stopped somewhere for some reason, and the Indian tribe appeared well-nigh invincible. The hopes were enlivened some, however, when it was seen that C. R. Collier seemed to be getting better, while Jake DeRosier could not seem to improve his time of the first lap. Many now retired on account of tire trouble. Summer, Plews, and the veteran, Norton, were out. Nixon reported ignition trouble. Garrard came past on his Blumfield, followed shortly by C. R. Collier. Bashall was reported as having fallen and it was said that DeRosier had also retired, because of mechanical trouble. Later it developed that Jake had fallen between two other riders and smashed his foot rests and bars. He resumed riding shortly, and was received with a tremendous ovation all along the line because of his apparent pluck. At the end of the third lap, the positions were as follows:



GODFREY CROSSING THE FINISH LINE.

Distance 112½ miles.

1 C. R. Collier 2:20:45
2 O. C. Godfrey 2:21:52
3 Jake DeRosier 2:21:52
4 C. B. Franklin 2:23:35
5 A. J. Moorhouse 2:26:45
6 H. L. Cooper 2:29:08

Godfrey and DeRosier were tied at the finish of this lap, and for the first time, a single cylinder machine, a Triumph, ridden by Cooper, had appeared among the first six. When it is taken into consideration that Cooper was riding without foot-rests, as the result of his smash, this can be taken as a remarkable showing.

Many Misfortunes in Third Lap.

The riders began to drop out in abundance now. Myers's chain driving the distributor valve, had stretched and he stopped. Smith, Reed and A. H. Alexander all had accidents, but continued, while the others, Anderson, Lord and Butler, were forced to quit. Philip went by with one cylinder firing, the inaction of the other caused by the breaking of one of his pistons. At the end of the fourth the riders stood as follows:

Distance 150 miles.

1 O. C. Godfrey 3:09:12
2 C. B. Franklin 3:11:13
3 C. R. Collier 3:11:19
4 A. J. Moorhouse 3:16:12
5 H. A. Collier 3:16:12
6 Hugh Mason 3:19:44

Last Lap Furnishes Excitement.

Indians were now first, second and fourth, and an Indian victory seemed assured. As Godfrey passed on his last lap, going at a tremendous clip, his machine swerved, and the spectators held their breaths for a second, a death dealing smash seeming inevitable. He regained position, however, and passed on. Franklin was leading him at this time, but a little later in the lap Godfrey passed him. Mason, on a Matchless, had been riding very consistently during the entire race and seemed sure to come in the money, for he passed the grand stand at a greatly increased speed. As he took the bumps, his machine jumped entirely clear of the road, but he never slackened his pace, but went right on, sticking to his mount in splendid form. The time for C. R. Collier had been so good in the previous lap that it was thought possible for him to catch the leaders in the final. This placed his followers on the anxious seat, and at the finish they were not disappointed, for he had covered the course of 187½ miles in 3 hours, 57 minutes and 13 seconds. It was now a question whether or not Godfrey could hold Collier in the last final dash, and the Indian enthusiasts began to look a little worried for a few minutes. They looked, and they watched, and then looked some more, but there was no sign of the Indian rider. At last came the roar of distant cheering, and in a few seconds a tiny speck appeared buzzing down the opposite hall at what appeared better than a mile-a-minute speed.

The figure was bent far down on the machine, his nose almost touching the tank, as he tore past the post, and wobbling as he reduced his speed. It was Godfrey, sure, and he was the winner, but by seconds only.

Motor Cycling, published in London, says of the winner: "How that little shrimp of a man could have held and steered that palpitating red American racer for that distance over those awful roads, at that speed, is a thing that passes men's understanding. And yet he did it, and when he walked past the grand stand, supported by his friends, he received an ovation worthy of his performance."

NEW CHICAGO TRACK GREAT SUCCESS

Hasha Within Second of World's Record at Stadium-Motordrome—"T. T." Constant Wins Four Events.

In the presence of 10,000 enthusiastic spectators the first of the motorcycle races on the new Stadium-Motordrome, in Chicago, took place Saturday evening, July 8th. With the keenest of critical eyes old-timers and adapts in racing matters watched the opening contests Saturday, and all, at its close, gave it as their opinion that the board track of the Chicago motordrome will satisfactorily meet every



THE NEW CHICAGO STADIUM-MOTORDROME.

demand of the racing public. The course is banked at an angle of 30 degrees, thereby admitting of the most marvelous speed, as was proved when Balke, in his inaugural performance, accomplished a speed of 80 miles an hour. During this race his tire blew up and he fell to the track. In a second every spectator was on his feet, but when the attendants rushed to aid the fallen rider they found him rising with a smile, and only a few bruises, while his rivals steered clear of a spill and continued on about their business.

What positively convinced the critics that the board track is the safe and sane way of racing, was the secure way in which all such oncoming riders can avoid a spill when the obstacle is in clear view, instead of being enveloped in a death-cloud of blinding dust and writhing humanity, as is so often the case when miles are being reeled off and a sudden sprawl of a leader kicks up a cloud which not even the sharpest vision of his pursuers can pierce.

Such, however, under the new methods of the board track at the Riverview, is no longer a possibility, as was evidenced on the opening night during this Balke mishap, which happened in the feature race of the entire card. During this go, which was a 15 mile professional, the racing of many an expert enlivened the contest, among the participants being "Speedy" Hasha, Willie Walsh and Rex Wickwire. The machines had already flashed by the grandstand for the thirty-fifth lap, with Balke in the lead, when without an instant's warning the latter's tire exploded. By a splendid stroke of good fortune, however, Balke's fall was clear of the rest of the whirling field, to the result that Hasha kept right ahead on his purpose and won out, doing the distance in 10:49.

Professionals abounded in the finals of the second day races also. This race was a 10 mile dash, and included Hasha, Balke, Albright, Graves and Walsh. All got off with a magnificent start and with his characteristic alertness Hasha shot forth into the lead. Once at this place the whirling Texan opened out his engine, and the others followed suit. For the first five miles the riders were so close together they looked like one gigantic creature astride some curious thing on wheels, save for the diminutive and familiar form of Hasha, who seemed to be the head of this chimerical being.

With a tiger's eye each wheelman was watching for his opening, but it never arrived until Hasha's tire blew out with a thundering report just as the race was half over. Without the slightest ado "Speedy" at once pulled out and dismounted, and this despite the fact that at the time of his accident he was going at a terrific rate, said to be close to 80 miles an hour. At the spectacle of such surprisingly clever work, the crowd went mad with delight and the air was rent with their shouts and applause. Balke, notwithstanding his accident of the previous evening, manifested the greatest courage imaginable, and after a terrific struggle with Albright, finally succeeded in winning the race by the merest margin of a front wheel. Walsh got second and Graves third.

In one of the preceding events of the evening Hasha won a 10 mile race in 7:24⅗, which was better than Balke's achievement in the closing event, which was done in 7:30⅗.

During the course of the night further fast trials also made records for the new track, among these being that reeled off by Balke, who accomplished the distance on the three-lap saucer in the remarkable time of 41⅗. In this he was bettered by Hasha, who cut the time down to 41⅖. This latter record is merely one-fifth of a second slower than what was done by Jake De Rosier on a one mile track in making the world's record.

Saturday summary:

Three miles, open to private owners—Won by H. P. Mitchell (M-M); second, W. Conley (Harley-Davidson). Time, 3:36⅕.

Five miles, open to five horsepower machines—Won by James Trofsky (Indian); second, John Schmitt (Excelsior); third, George Miller. Time, 4:54⅘.

Ten miles, professional—Won by Albright; second, Hasha; third, Wickwire. Time, 7:53⅗.

Five miles, open to trade riders—Won by J. U. Constant (Indian); second, Freddy Huyck (Merkel); third, Joe De Salve. Time, 4:28.

Fifteen miles, professional—Won by "Speedy" Hasha (Indian); second, Johnny Albright.

Eight miles, open to trade riders—Won by Constant (Indian); second, De Salve (Excelsior). Time, 7:54.

Sunday summary:

Three miles, private owners—Won by W. F. Williamson (Excelsior); second, Wenk (Thor); third, Schadt (Harrey-Davidson). Time, 3:21.

Ten mile professional—Won by Hasha (Indian); second, M. J. Graves (Merkel); third, Charles Balke (Indian). Time, 7:24⅘.

Five mile event, trade riders—Won by J. U. Constant (Indian); second, Charles De Salve (Excelsior). Time, 4:41⅘.

Five mile amateur—Won by H. M. Mitchell (M-M); second, W. F. Williamson (Excelsior); third, Guenther (Excelsior). Time, 6:00.

Four mile, trade riders—Won by J. U. Constant (Indian); second, Charles De Salve (Excelsior). Time, 3:59.

Mile exhibition trials to establish track record—Won by "Speedy" Hasha (Indian); second, Charles Balke (Indian). Time, 0:41⅗.

Ten mile professional—Won by Charles Balke (Indian); second, John Albright (Indian); third, Willie Walsh (Indian). Time, 7:30⅗.

STONE STARS AT SPRINGFIELD

Wins Three Events—Good Time Made and State Records Smashed—Many Close Finishes.

State records were smashed to smithereens at the State fair grounds at Springfield, Ill., when the motorcyclists, under the auspices of the Illinois Motorcycle Club, held their annual Independence Day race meet. The speed star of the affair was L. P. Stone, of St. Louis, who won three events, finishing second in his last start. An indiscriminate fusion of gasoline and oil was what defeated him in this latter event, more than the swiftness of his racing rivals. Double stars of lesser magnitude were Charles Washburn and Holman Johnson, who shared the honors in the races for twins. Johnson in his trial against time, covered the course in 55⅖ seconds—65 miles an hour, the fastest time ever made at the State fair grounds' track. In all the events the finishes were close and exciting, save those won by Stone, who was by far the best in the single cylinder class. The summary:

First race—Three mile race for private owners, single cylinder machines—Won by L. P. Stone (Thor); second, R. N. Willer (Indian); third, Aldin Phelps (Indian). Time, 3:47.

Second race—Five mile race for private owners, single cylinder machines—Won by L. P. Stone (Thor); second, William Newman, Jr.; third, Walter Holley (Harley-Davidson). Time, 6:13.

Third race—Five mile race for private owners, twin cylinder machines—Won by Charles Washburn (Indian); second, Tim Bahnsen (Indian); third, Jimmy Engles (Excelsior). Time, 5:27.

Fourth race—Ten mile race for single cylinder machines—Won by L. P. Stone (Thor); second, Holmon Johnson (Indian); third, William Newman, Jr. Time, 12:12⅕.

Fifth race—Ten mile race for twin cylinder machines—Won by Holman Johnson (Indian); second, Charles Washburn (Indian); third, Jimmy Engles (Excelsior). Time, 10:02⅖.

Sixth race—Mile and one-eighth novelty—Won by Mark McCrea (Indian); second, Paul E. Gott (Harley-Davidson). (Only two contestants entered.) Time, 4:12.

Seventh race—Five mile race for single cylinder, belt driven machines—Won by Paul E. Gott (Harley-Davidson); second, Aldin Phelps (Indian); third, Walter Holley (Harley-Davidson). Time, 6:33⅖.

Eighth race—Five mile race for single cylinder, chain driven machines—Won by Will Newman, Jr. (Indian); second, L. P. Stone (Thor); third, R. N. Willer (Indian). Time, 6:21⅗.

Ninth race—Five mile race for chain driven twin cylinder machines—Won by Charles Washburn (Indian); second, Holman Johnson (Indian). (Only two contestants.) Time, 5:20⅖.

Tenth race—Twenty-five mile handicap race, open to all machines and all riders—Won by Holman Johnson (scratch), (Indian); second, Charles Washburn (forty second handicap), (Indian); third, William Newman, Jr. (six minutes handicap), (Indian). Time of race, 30:30⅘. Time prize won by Johnson. Time, 24:30⅘.

Racing at Williamsport.

As a result of the Fourth of July motorcycle races at the old fair grounds, Williamsport, Pa., one track record and all the other historic records were lowered by the speed artists. The new track record was made by Charles Teasdale in 1:19. Teasdale's rival in the record-breaking attempt was Stauder, who also made a magnificent showing. In fact, the work of these two, together with the exhibition riding of Dennis, who won the Lycoming County championship, constituted the features of the whole performance. Even spills, though many and frequent, failed to spoil the fun. Of these the most serious was that of Ostalder, whose skidding mount threw him, spraining his ankle, as he was rounding the upper curve in the five mile race for trade riders. This was won by Stauder after he had run neck and neck for seven laps with Teasdale, who crossed second; third, Ostalder; fourth, Smith. Time, 6:58⅗. In the ten mile race Stauder again distinguished himself by crossing the line first, after he had skilfully avoided a collision with Teasdale, who was thrown just ahead of him on the track. Time, 13:43⅗. The new Dennis county championship record was by far the fastest ever made, being 6:49 for the five miles, or a record for the course of 1:21⅘, which is faster than the former track record for a single mile. The summary:

Track record—Made by Teasdale. Time, 1:19.

Five mile trade riders' race—Won by Stauder. Time, 6:58.

Ten mile race—Won by Stauder. Time, 13:43⅗.

Lycoming County championship—Won by Dennis. Time, 8:49.

Fifteen Year Old Covers 3,000 Miles.

Raymond S. Snyder, a 15 year old school boy, has just returned to his home in Columbus, Ohio, after having completed a wonderful motorcycle tour. The lad, on the trip, traveled more than 3,000 miles in two weeks, visiting the cities of Cleveland, Buffalo, Albany, New York, Boston, Philadelphia and Washington. Young Snyder is the son of W. H. Snyder, the local agent for the Emblem motorcycle, on which machine Raymond made the trip.

For the next "Big Four" meet at Toronto, Canada, Carl Ericson, of Brooklyn, the well known cop rider, has been secured to meet the Canadian cracks. The meet will probably be held on the night of July 28th.

RACES AROUSE POPULAR INTEREST

Independence Day Events at Atlantic Beach, Fla., Act as a Boost for Motorcycle Trade.

Perfect in every detail, the motorcycle races at Atlantic Beach, Fla., July 4th, were run off with much dispatch and skill, and the 2,000 people who witnessed them at the close of the event went away with feelings of such admiration for the sport that dealers all over the section are now looking forward to a new impetus in the trade. Early in the forenoon the spectators, chiefly holiday merrymakers, assembled all along the upper shore to catch a fleeting glance of the speed demons as they went tearing by, and not unfrequently some clever burst of speed or some brilliant maneuver on the part of the racers would evoke the cheers and throw everybody into a furor of excitement.

Of the three races run the most notable was the ten mile twin cylinder, trade riders' race, between W. Weisenfeld (Indian) and F. J. Camplejohn (Indian). In this go Weisenfeld beat his rival after a hard pursuit, which at times looked as though he would surely be overtaken. Time, 13:13.

In the five mile single cylinder, professional, F. J. Rawlings (Indian) simply whisked away from A. A. Stoddard(Merkel), doing the distance in 4:58, as against the latter's 5:24.

In like manner did John Dubose (Harley-Davidson) shake off George Rossiter(Merkel), rounding up the five mile single cylinder belt drive race in 7:06.

Summary:

Ten mile twin cylinder, trade riders' race—Won by M. Weisenfeld (Indian); second, F. J. Camplejohn. Time, 13:13.

Five mile single cylinder, professional—Won by F. J. Rawlings (Indian); second, A. A. Stoddard (Merkle). Time, 4:58.

Five mile single cylinder, belt drive, private owners—Won by John Dubose (Harley-Davidson); second, George Rossiter (Merkel). Time, 7:06.

Newspaper Adopts Motorcycle.

The Cleveland Leader claims to be the first newspaper to adopt the motorcycle for the use of reporters. Covering Cleveland with its many suburbs has long been a problem for the city editor.. C. E. Heber-Hart, city editor of the Cleveland Leader, wishing to preclude even the possibility of being "scooped" on suburban news, decided to adopt the motorcycle.

Dudley A. Siddall, one of the Leader's repertorial staff, was chosen as the rider. That "Sid" and his Indian mount have made good is indicated by the fact that he has never been "scooped," although he covers 200 miles each day while covering his beat and never stops for weather conditions.

ELMER COLLINS LAPS WILEY

In Motor-paced Race Defeats Lawrence and Wiley—Clarke Nearing Kramer in Titular Contest.

Still the peerless champion of all motor-paced racers of America is Elmer Collins, whose crown came forth all the brighter for his contest with Wiley and Lawrence at the Newark Velodrome July 12th. The latter for some time have been trying to intertwine the cypress with the victor's laurels, and indeed were looked upon as formidable foes of his in the speed line, but alas, both fell down miserably in their expected showings, and Collins after riding rings around them, conclusively proved to the 3,000 spectators that he never had any cause for alarm in the matter at all.

Collins put three laps on Wiley in the twenty miles, and also decorated Lawrence with several additional "rings." In fact, he simply played with his pursuers even from the start, allowing the pair to take the lead for two miles and four laps. At this point in the parade, however, he and his pacer, Charlie Turville, worked in sympathy and spurted past Wiley first, and then Lawrence, who was afterward passed by Wiley too. From that time on Collins gained steadily and contrived to circle his competitors during the period of the race, which was run in 27:56⅘.

In like manner the 12th was also a great night for Jackie Clarke. The full list of professionals met in but a single race, the one mile open with trial heats, and with the exception of MacFarland, all the speed artists made good for the finals. Chris. Scheller made the pace and kept things on the jump, and Clarke tacked on his wheel after getting off in the lead with a fine opening dart. Coming down the bell lap Clarke shot from the pacemaker straight into the van, with Fogler almost on his back; Fenn, Kramer and Goullet followed in the order named. All were in fine positions for the dash and, as they rounded the curve, Kramer left the line for his sprint. As soon as Clarke got the warning cry he crouched low in the saddle and began doing his velocity stunt. Kramer tried in vain to overhaul him, and as the champion reached the high bank his plans all went to pieces. One moment he was breaking from the line and the next found him back, only trying to get out again for another attempt at some sprinting. The result was that while Kramer was mounting the track Goullet stole fourth place, whereas Fogler and Fenn, who kept shadowing Clarke, finished right after the victor and thereby gained second and third.

John and Menus Bedell in the two mile professional finished first and second. Frank Blatz took the amateur open, and Alvin Loftes the three mile amateur handicap. Summary:

Half mile open, amateur—Won by Frank Blatz; second, Frank Cavanaugh; third, Carl Ericson. Time, 1:04⅖.

One mile open, professional—Won by Jackie Clarke; second, Joseph Fogler; third, W. S. Fenn; fourth, Alfred Goullet; fifth, Frank Kramer. Time 2:05.

Three mile handicap, amateur—Won by Alvin Loftes (scratch); second, Frank Cavanaugh (20 yards); third, Joseph G. Kopsky (220 yards). Time, 6:08⅖.

Two mile invitation, professional—Won by John Bedell; second, Menus Bedell; third, Walter DeMara; fourth, Fred Hill; fifth, W. L. Mitten; sixth, Floyd Krebs. Time, 4:02⅖.

Twenty mile motor-paced match race—Won by Elmer Collins, paced by Charles Turville; second, George Wiley, paced by Jimmie Hunter; third, Percy Lawrence, paced by Carl Ruden. Time, 27:56⅘.

Clever Riding in Youngstown.

Some clever riding characterized the motorcycle races held at Southern Park, Youngstown, Ohio., July 4th. More than 2,000 people attended the meet, which was summed up at its close as the best all-round carnival the section has ever enjoyed, for, despite the fact that no records were broken, there was excitement a-plenty in the form of spills and accidents, though these latter were of a harmless and, at times, extremely humorous nature.

The feature of the day, however, was the ten mile open which was won by Max Reese (Indian). At the close of the go Reese reflectively stated that he could have done much better had he been harder pressed by his racing rivals. Time, 14:45.

During the course of the other races A. Lemon, Clyde Morgan and E. Limburger met with a few mishaps which put their machines out of the running, but beyond this no serious injury befell the running-off of the entire field. Summary:

Ten mile open—Won by Max Reese (Indian). Time, 14:45.

Three mile open—Won by C. Kiser (Marvel). Time, 4:14.

Five mile open stock machines—Won by A. Lemon (Marvel). Time, 6:51½.

Five mile trade riders—Won by Max Reese (Indian). Time, 6:49.

America's Annual Picnic.

On Saturday, July 22, 1911, the New York State Division, Century Road Club of America, will hold their annual picnic, at Dauer's Park, Richmond Hill. The park is very easily reached from Williamsburg bridge, by Jamaica or Richmond Hill cars, direct to park. Dancing and prize bowling, also many other attractive prizes. The affair promises to be one of the best conducted by the club. Tickets, 25 cents each, are obtainable from Adrien P. Bastide, secretary, No. 578 Lexington avenue, New York City.

GOOD CYCLE RACING AT SALT LAKE

Anderson Shows Great Form and Wins Championship Event—Lawson, Drobach and Walker Fined.

With a dart that dazed his competing racers and which developed into a fully accomplished lap that brought him the race, the three mile Western championship event, Norman Anderson circled the saucer, June 27, at Salt Palace, Salt Lake City, before a crowd of bicycling enthusiasts, who had braved the lowering weather in anticipation of some brilliant work. The field had gone about a mile and a half when Anderson all of a sudden shot forth to the front and whizzed off, at a tremendous burst of speed, leaving the others so dazzled and stunned that they failed to respond even to the exhortations of the officials who shouted to them to take the pace..

The race after this phenomenal achievement kept the fans chattering and guessing on the possibilities of Stein, who was the first to recover from the general stupefaction and shoot out after Anderson to do battle. Stein, as a result of his efforts, gained half a lap on the rest of the beleaguered, and this place he held throughout the final sprint, coming in second, while Anderson stuck to the bunch and was an easy winner. For refusing to take the pace Lawson was fined $10 by Referee Conley, and Drobach and Walker were each fined $10 for flagging.

In the match motor-paced race the lead Hardy Downing gave Ernie Pye stood the latter in good stead. Downing, although he attempted every rider's device for increasing speed, was unable to overhaul his man, who won by only ten lengths, after Downing had gained nearly three-quarters of a lap. Only these two contested and from the beginning Downing was outpaced, Pye leading all the way.

In the amateur race Colvin won with ease. The summary:

Half mile handicap, amateur—Won by L. Vernon (105); second, Givlin (60); third, Cook (75); fourth, Kramer (65). Time, 57⅗.

Australian novelty race—Won by Price.

Two mile open lap, amateur—Won by Colvin; second, Smertz; third, Oberg; fourth, Gemple. Time, 4.12⅖.

Tandem rase, handicap, professional, two miles—Won by Hehir and Anderson (25); second, Wilcox and Thomas (95); third, Drobach and Halstead (scratch); fourth, Wright and Carlslake (60). Time, 3:48⅗.

Three mile Western championship, professional—Won by Anderson; second, Stein; third, Hehir; fourth, Wilcox. Time, 6:15⅘. Walker finished fourth, but was disqualified.

Five mile, motor-paced—Won by Pye, one lap; second, Downing. Time, 7:34.

What Other Manufacturers Have Failed To Do

ALMOST any manufacturer can build a special racing machine that will clean up stock machines—that is easy- and it's done right along.

But the Harley-Davidson is the only stock machine that is made so good that it will win consistently from stock machines of all other makes. Furthermore, the Harley-Davidson is the only stock machine that has won from special factory doped port holed racing machines—not just once—but many times.

It goes without saying, that on July 4th Harley-Davidsons won consistently from all other makes of any importance, at race meets all over the country.

From California, from Washington, from Kansas, from Colorado, from Iowa, from Illinois, from Texas, from Nebraska, from Oklahoma, from New York, from Georgia, from Florida, in fact from everywhere, telegrams, letters and newspaper clippings have been pouring in telling of the Harley-Davidson's Fourth of July winnings. We started to get out an advertisement telling about what the Harley-Davidson did on the Fourth, but had to give it up because we could not keep it up to date—ten pages would not have given the Harley-Davidson justice. Every mail was full of winnings and our wires have been kept busy.

At McPherson, Kansas, the stock Harley-Davidson won from one the fastest port holed racing machines ever built, and ridden by a prominent professional at that. Again at Des Moines, the Harley-Davidson stock machine made better time in actual competition than did a port holed racing machine of another make, in its exhibition ride against time. Think of it!

All Harley-Davidson machines are built to give a good account of themselves any time, anywhere, in any kind of a contest, and what is more to the point they do it—not occasionally—but all the time. It is this unusual dependability that has built for us the largest exclusive motorcycle business in the world.

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Milwaukee, Wis.

CLARKE'S RECORD BROKEN

Crebs Clips Two-fifths of a Second from Sixth of a Mile Time.

Before a wildly cheering crowd of capacity character, A. Crebs made a new record in the one-sixth mile exhibition ride at the Salt Palace, Salt Lake City, July 4th, cutting down Jackie Clarke's feat of 15⅘ to 15⅖. The riding class displayed by Crebs during this achievement, which set all tongues a-wagging, was one of the rarest ever beheld in the Palace Saucer, and besides this, the accomplishment is still further artificially heightened by the fact, that at the outset, Crebs evidently did not try to establish a new time boundary, but simply do some nifty work in the speed line, with an eye to the style of the true masters. Whether he can still further shorten his one-sixth mile trip, if he will put aside every other consideration, except bare speed, is a problem the followers of the game are now discussing with animation, but just what Crebs himself thinks about the proposition will not be known until he takes his place on the track for the purpose.

Just one year ago last June, Jackie Clarke, whose record has now been broken by Crebs, accomplished the distance on the same track in 15⅘, but whether or not the Australian will try to out do Crebs's record is another matter of speculation upon which only the future can speak with certainty.

Apart from this record-breaking performance, however, another feature of the meet was the race between Iver Lawson and Peddy Hehir. Although in the first heat Lawson won the victory, doing the three distances with a tandem pace in 1:43⅖, on the second heat, he was beaten by Hehir, whose time was a flat 1:43. The race of races occurred in the final, however, when both riders crossed the line in a dead heat amid the thundering acclamations of the spectators. Time, 1:45.

W. E. Samuelson won the three mile motor-paced match, beating Gordon Walker. Time, 4:15⅖. And in the final motorcycle race of two mile Berquist won over McCormick. Time, 2:30⅘. During the course of the evening young Crebs further distinguished himself by walking off with the two mile professional handicap honors, closely pursued by B. Carlstake, second, and L. Thomas third. Freddy West in this race trailed fourth. Time, 3:50⅘. Crebs and West, however, received handicaps of 85 and 135 yards respectively.

The two mile motorcycle race was won by Berquist, who beat McCormick in the finals. Time, 2:30⅘. The one mile amateur handicap was won by T. Watson, who had been given 175 yards. Watson's time was 1:55⅕. Watson was hotly followed by Ernie Colvin, who started from the scratch; Kramer was third and R. H. Lee fourth.

The half-mile open amateur was won by Colvin, with Myers second, Huey third and Kramer fourth. Time, 1:02. The summary:

One-sixth mile record—Made by A. Crebs. Time, 15⅖.

Tandem paced, one mile international—Dead heat, Hehir and Lawson. Time, 1:45.

Two mile motorcycle race, amateur—Won by W. E. Samueslon; second, Gordon Walker. Time, 4:15⅖.

Two mile professional handicap—Won by A. Crebs; second, B. Carlstake; third, L. Thomas; fourth, Freddy West. Time, 3:50⅘.

One mile amateur handicap—Won by T. Watson; second, Ernie Colvin; third, H. Kramer; fourth, R. H. Lee. Time, 1:55⅕.

Sproat Wins Annual Handicap

Although hampered by a crowd of over 5,000 people at the start and finish lines, and having a dusty road filled with automobiles and motorcycles over the entire course, the riders in the twenty-first annual handicap road race of the Western Michigan Cycle Club of Grand Rapids made very good time. Robert Sproat, of the W. M. C. C., riding from the 2½ minute mark, was the first rider to cross the tape. He covered the course in 46 min. 17 sec. E. Kockler, of Chicago, won the first time prize, having covered the course in 44 min. 52 sec.

A number of bad spills were taken by the riders, and some of them were forced to withdraw before the first half of the race was ended. E. Norgauer struck an officer on a horse near the finish and went down, five other riders piling on top of him. Following the mixup the riders scrambled from the heap of broken wheels and pulled off a pretty one hundred yard foot race for the tape. This spill cost Norgauer fourth time prize.

The riders finished as follows:

	Name and Club.	Handicap.	Time.
1	Robert Sproat, W.M.C.C.	2½ m.	46:17
2	M. Geary, W.M.C.C.	4½ m.	48:18
3	G. Doan, W.M.C.C.	5½ m.	48:19
4	H. V'd'r Klippe, W.M.C.C.	5 m.	48:56
5	L. Wilson, Grand Rapids	5 m.	49:20
6	E. Kockler, Chicago	½ m.	44:52
7	J. Sproat, W.M.C.C.	1 m.	45:22⅕
8	A. Meissner, W.M.C.C.	2 m.	46:22⅕
9	D. Jones, W.M.C.C.	6½ m.	50:55
10	J. Jones, Grand Rapids	4½ m.	48:26
11	R. Dority, Toledo	3½ m.	48:44
12	A. Snyder, W.M.C.C.	5 m.	50:13
13	F. Meisner, W.M.C.C.	5 m.	50:17
14	J. Olst, Grand Rapids	3 m.	48:57
15	Fred Gilmer, W.M.C.C.	3 m.	48:48
16	J. Oliver, W.M.C.C.	5½ m.	51:53
17	O. Distead, De Smith, S.D.	1½ m.	47:37
18	R. Raymond, W.M.C.C.	2½ m.	48:47
19	W. Blum, Chicago	Scr.	46:28
20	S. Middleton, W.M.C.C.	1 m.	47:45
21	A. Wilson, Grand Rapids	2½ m.	49:15
22	E. Norgauer, Cleveland	Scr.	49:20

Time Prizes.

1	E. Kockler, Chicago	½ m.	44:52
2	J. Sproat, W.M.C.C.	1 m.	45:22⅕
3	R. Sproat, W.M.C.C.	2½ m.	46:17
4	A. Meissner, W.M.C.C.	2 m.	46:22⅖
5	W. Blum, Chicago	Scr.	46:28

MC MILLAN IN THE LIMELIGHT

Defeats Andrews and Loftes in Toronto Big Four Meet—Golden Suspended for Six Months.

Alvin Loftus, the popular Newark cycler, did not figure so prominently on his second visit to Toronto, on the occasion of the holding of the July meet of the Big Four Bicycle Club, at Scarboro Beach, on the night of July 7th. He came through without a victory, as he was stacked up against too much opposition.

Gordon McMillan, the quarter-mile champion of Canada, sprang into the limelight, instead, by defeating both Andrews and Loftus, both of whom were supposed to meet in a series of matched races, on two occasions. At the last moment the program was changed to enable McMillan, who has lately earned the title of champion, and Gus Hogben, of Hamilton, who won the half mile title at the championships on July 1st, to start with Andrews and Loftus. The latter was practically up gainst the three of them, and although he drove Andrews to the line, in a desperate finish, in the first heat, he was hardly a contender after that. The result of the matched races came as a huge surprise, but both Andrews and Loftus claimed afterwards that they were out to beat each other and paid little attention to the added starters. The four named started from scratch in the final of the repechage handicap and not one of the quartette made an effort to catch the limit men, for which they were roundly criticized. This made no difference to them although it was very disgusting to the visitors, who go to the meets to see racing, not sulking. Continuation of this will spoil racing.

For refusing to come out in the miss-and-out event, Joe J. Golden, who spent a month at Newark last spring, in order to get into shape, drew down a six months' suspension from the C. W. A. The riders, generally speaking, are getting sore on account of the severity of the association and have threatened to form an independent union.

The summary:

One mile novice—Won by Ed. Scott, of Montreal; second, H. Horncastle, of Hamilton; third, H. Coleclough, Toronto. Time, 2:31⅕.

Miss-and-out race—Won by Gordon McMillan; second, Dos Morton; third, Ed. Scott. Time for the 1½ miles, 3:44.

First heat match race, half mile—Won by Andrews; second, Alvin Loftus. Time, 1:26.

Second heat—Won by McMillan; second, Walt Andrews; third, Alvin Loftus. Time, 1:18.

Repechage handicap—Won by Herb McDonald (75); second, A. E. Hunt (100); third, R. Brady (75). Time, 2:24.

YALE MOTOR-CYCLES

Not How Fast But How Long

In the F. A. M. Tours, New York and Boston to Buffalo and Chicago to Buffalo, every Yale rider came through on time without one bit of trouble, pulling hills that twins of other makes could not get up, setting the pace many could not hold. Fact is, many riders remarked "that the tour was a pleasure jaunt for every Yale rider."

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CLARKE LEADS KRAMER AT REVERE

Australian Defeats the Champion in Two Events—Makes a New Record for the Track.

Impetuous riding and astonishing skill characterized the cycle races held at the Revere Beach track Boston, July 9th, when Jackie Clarke once more conquered Frank Kramer, who of late seems to have fallen into the habit of being beaten whenever the pair come together. Last Saturday night Clarke took the honors from the champion in two events, namely, the half-mile in which he set a new record for the oval, and also in the two mile race. To be sure, Kramer distinguished himself by his speed, but the nimble-footed Clarke stole more distance from Old Father Time during the alloted interval of the racing than the riding skill of Kramer could bear away, and consequently Clarke now has two more knives in his belt to fight the Jerseyite with when the time is called for championship honors. In the opening half-mile race run between the pair the Australian had the race in his own hand from start to finish, accomplishing the distance in 57 seconds; and in like manner in the two mile national championship, which was run in four heats, Clarke laid hold on the champion's laurels with a winner's hand. After Kramer came Joe Fogler third, with Floyd Krebs fourth. Time, 4:59⅖.

In all, the program comprised fourteen events. The sub-feature of the occasion was the 15-mile motor-paced race between Percy Lawrence, Ray Duer and George Wiley. During the whirls of this event the latter at times brought all the spectators to their feet by his furious pace, which succeeded in making him the ultimate victor. At the start Lawrence shot into the lead but fell back at the beginning of the second mile. At this point Wiley passed him for first place, which position he held throughout the rest of the race, beating Lawrence by three-quarters of a lap and Duer by two laps. In the half-mile handicap, Alfred Goullet beat Clarke and William Pedlar Palmer trailed third. Time, 58⅖. The five mile amateur pursuit race was run off in three heats, and was won by Willie Turville; second, Charles Turville, Jr., with Arthur Connor, third. The distance was 1 mile 7½ laps. Time, 4:28⅖. Each race was hotly contested. The summary:

Half mile race and record—Won by Clarke. Time, 57 seconds.

Two mile national championship—Won by Clarke; second, Kramer; third, Joe Fogler; fourth, Floyd Krebs. Time, 4:59⅖.

Fifteen mile motor-paced race—Won by George Wiley; second, Percy Lawrence; third, Ray Duer. Wiley's greatest distance, two laps.

Half-mile handicap—Won by Alfred Goullet; second, Jackie Clarke; third, William Pedlar Palmer. Time, 58⅖.

Five mile amateur pursuit race—Won by Willie Turville; second, Charles Turville, Jr.; third, Arthur Connor. Time, 4:28⅖.

Club Relay in Baltimore.

Enthusiasm abounded at Clifton Park, Baltimore, Md., on the Fourth when 10,000 people assembled for the bicycle races, which proved the distinguishing feature of the day. These later were to be followed by a motor-paced race and two motorcycle events, but as the Park Board, for some unaccountable reason, revoked the permit at the last moment, a consolation bicycle race for the losers, was substituted, in which the prizes offered the motorcyclists were awarded. In all nine races comprised the program, and in every one of them there was plenty of excitement. The feature event was the five-man club relay race, which was won by the Lafayette Wheelmen in 10:21, for a little more than four mile, with the Crescent Bicycle Club second, and the Carroll Cyclers third. Charles H. Thomas and William Leimbach, who led for the Crescents, made a splendid headway for their running mates, but when the third relay for the Lafayettes came on the scene changed, and with the speedy assistance of L. V. Bossom, the Lafayettes overcame all difficulties and held the lead till the close of the race.

Summary:

One mile novice—Won by L. W. Blossom. Time, 2:35⅕.

Two mile free-for-all—Won by Edgar R. Boehm; second, L. V. Blossom; third, Alfred J. Baker; fourth, Charles H. Thoms. Time, 5:44⅖.

One mile boys' race—Won by John Kelly; second, Charles Wohrna; third, McNally; fourth, H. Ruid. Time, 2:47.

Club relay race—Won by Lafayette Wheelmen team, comprising Jacob Davis, Ralph Miller, L. V. Blossom, Arthur Boehm and Edgar R. Boehm; second, Crescent Bicycle Club, Charles T. Thoms, William Leimbach, Fred M. Sanborn, August Leimbach and Alfred J. Baker. Time, 10:21.

One mile novelty race—Won by Edgar R. Boehm; second, John Huhl; third, C. E. Berigtold. Time, 4:49.

Two mile limited race—Won by August Leimbach; second, William Leimbach; third, Charles T. Thomas; fourth, Alfred J. Baker; fifth, E. L. Sauerwald. Time, 5:41.

Two mile handicap—Won by William Leimbach; second, Harry Kratz; third, Sharles H. Thomas; fourth, Ernest Sampson; fifth, August Leimbach; sixth, Langdon M. Sanborn; seventh, E. L. Sauerwald; eighth, Alfred J. Baker. Time, 4:56.

Miss-and-out—Won by Edgar R. Boehm; second, Lyell V. Blossom; third, August Leimbach; fourth, John Ruhl. Time for four miles, 11:24⅗.

Seven-eighth mile race, consolation—Won by Geirge Peilstocker; second, Albert Heiland; third, William Baker; fourth, F. Zackzmareck. Time, 2:26.

POOR RACING AT THE VELODROME

Results from Clarke's Disqualification on the Fourth—Riders Quit in Three Mile Event.

Several of the star cycle riders, including Jackie Clarke, Alfred Goullet, Floyd MacFarland, Joe Fogler and Eddie Root, followed out the announced intention of letting Champion Frank Kramer make the pace, in the professional events on the card at the Newark Velodrome, on Sunday afternoon, the 9th inst. The riders named kept behind the champion in all of the events, and as a result, there was some very tame racing. In the three mile professional handicap, Kramer started out as if he really wanted to win. Clarke was with him and the two alternated in pace, until Goullett and Fogler were overtaken. Root, MacFarland, John Bedell, DeMara and Freddy Hill were overtaken before the real stall came. As soon as this contingent became grouped there was a lull, and every man began to fall back to get in behind Kramer, who was soon leading the squad. He soon realized the condition of affairs, and when he got his turn, he swung up and Fogler went a slow half lap, while Clarke was hardly moving a muscle as he went around. At about one mile there was a little spurt, but it didn't last long, and Kramer evidently taking in the situation, gave up the ghost, slowed down, and got off his wheel. Clarke, Goullett, Fogler, MacFarland, Bedell and Hill soon followed suit. With this Clarence Carmen and Eddie Rupprecht stole out from the riders that were left and staid there to the finish, Carmen crossing the tape ahead of Rupprecht. This program was largely followed out by most of the professional riders in nearly all of the events, and protests were made to Referee Walter Bardgett, but to no avail.

Alvin Loftes got the jump on Frank Cavanaugh in the bell lap of the three mile amateur event and beat Cavanaugh to the tape by about a foot.

Two mile novice—Won by James Dean; second, Alexander Hall. Time, 4:49⅕.

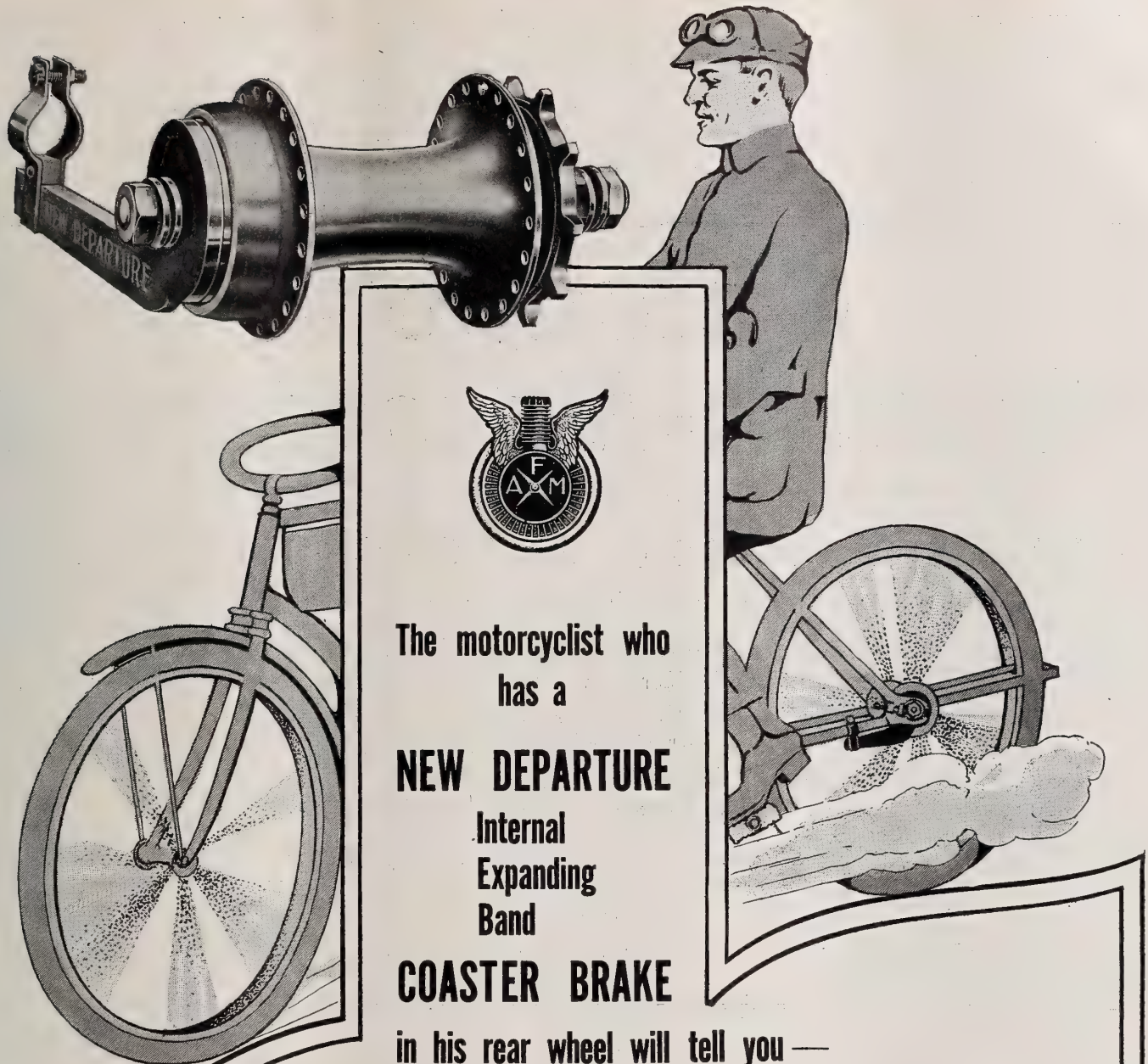
One mile amateur, handicap—Won by Gus Wohlrab (85); second, William Pettit (65); third, Stanley Carmen (145). Time, 2:03.

Three mile open, amateur—Won by Alvin Loftes; second, Frank Cavanaugh; third, Carl F. Ericson. Time, 6:36⅖.

Three mile handicap, professional—Won by Clarence Carmen; second, Eddie Rupprecht; third, Willie Fenn; fourth, Menus Bedell. Time, 6:09⅘.

One mile national championship, professional—Won by Alfred Goullett; second, Frank Kramer; third, Eddie Root; fourth, Floyd MacFarland. Time, 3:06⅕.

Ten mile motor-paced race, professional—Won by Percy Lawrence; second, Ray Deur; third, Walter DeMara. Time, 14:28.



The motorcyclist who has a

NEW DEPARTURE

Internal Expanding Band

COASTER BRAKE

in his rear wheel will tell you —

It never fails to operate satisfactorily.

It is the most reliable part of his machine.

It has more power than he ever really needs — he can stall his engine with it.

It is strong to the point of indestructibility.

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985,701. Electrical Switch. Carl A. Pfanstiehl, Highland Park, Ill., assignor to Pfanstiehl Electrical Laboratory, North Chicago, Ill., a Corporation of Illinois. Filed April 18, 1910. Serial No. 556,250.

1. In a switch of the character herein described, the combination of a supporting base, a segmental series of stationary contact points arranged on said base, a movable switch lever pivoted on said base, and means for locking said lever in a dormant position, the same comprising a bolt sliding in said base and engaging an orifice in said lever, a spring plate engaging said bolt and yieldingly holding the same to its engagement with the switch lever, and a bushing secured to the base in longitudinal alignment with said spring plate and adapted to guide a plug longitudinally to engage the free end of the spring plate and move the bolt out of engagement with the switch lever, substantially as set forth.

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Racing Three Times a Week Until October.
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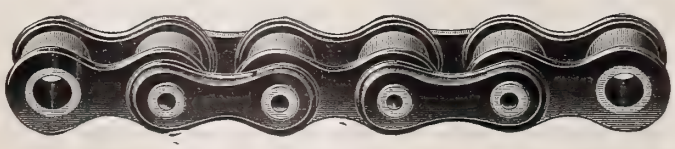


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¶We have been making motorcycle cylinder castings since the inception of the motorcycle industry. Write and let us know your requirements.

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A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

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Some of your friends are probably using this famous lighting system.

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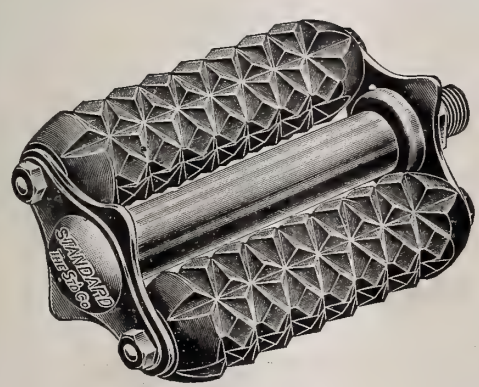
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Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.



"Cushion saddles for the feet" is the way one man describes the jar-relieving action of the

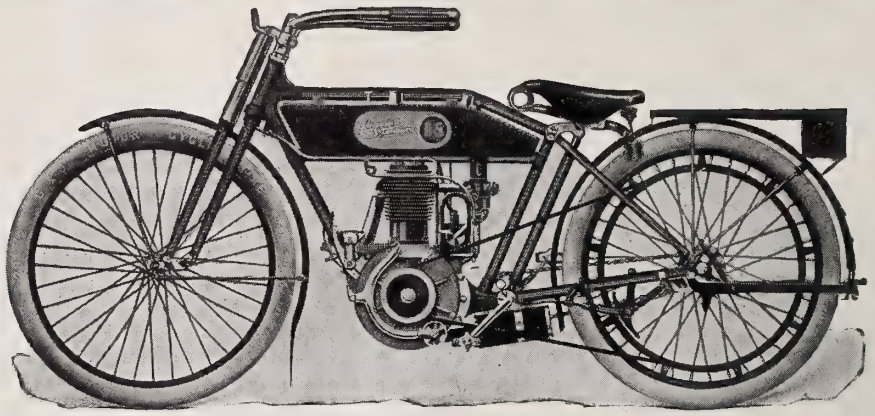
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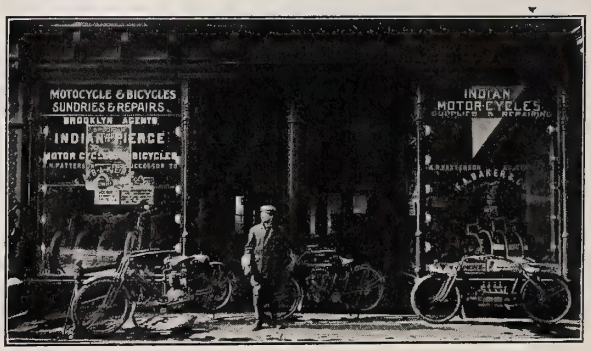
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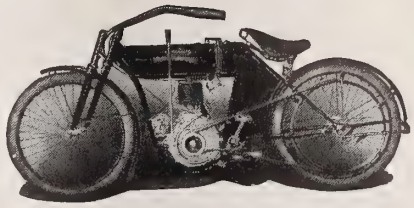
Thanking you very much for your "square" way of doing business, I beg to remain,

Yours respectfully,

N. B. SPEARMAN.

Get aboard the Emblem band-wagon and joy-ride to the Paradise of Motorcycling—the Land of Content.

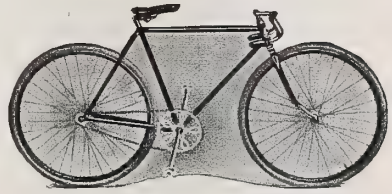
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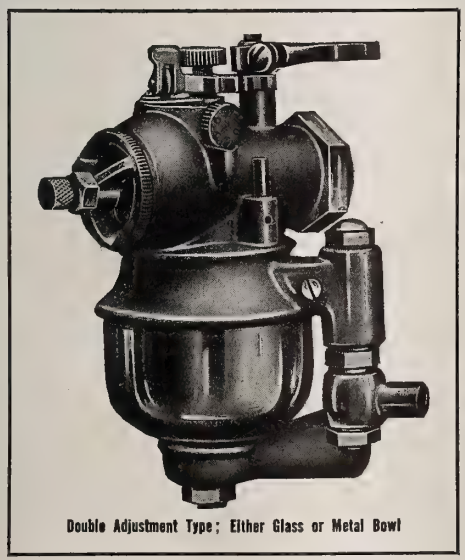


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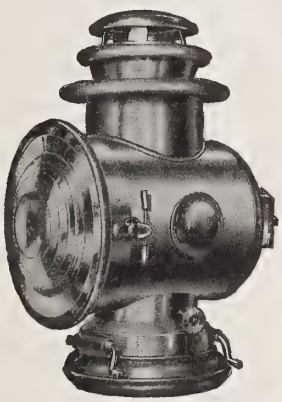


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Has none of the bad features of the acetylene and all of the good.

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Handsomely designed to conform with the graceful lines of the motorcycle and strongly constructed of heavy gauge brass, all parts riveted.

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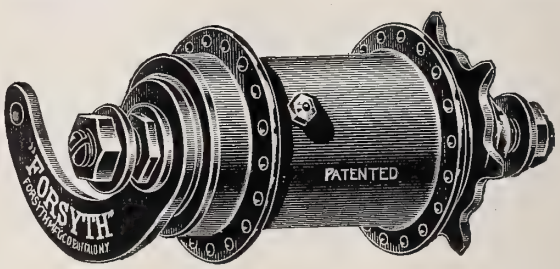
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Reliance (REG. U.S. PAT. OFF.) **SPARK PLUG**

This plug is furnished in ½-inch pipe and metric sizes. The porcelain is shorter than in regular types, and it is designed throughout for motorcycle work.



Regular Motorcycle Type

Carbon Proof and Soot Proof Positively Guaranteed

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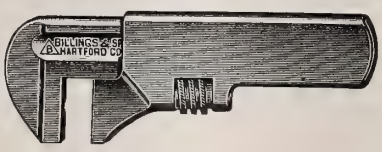
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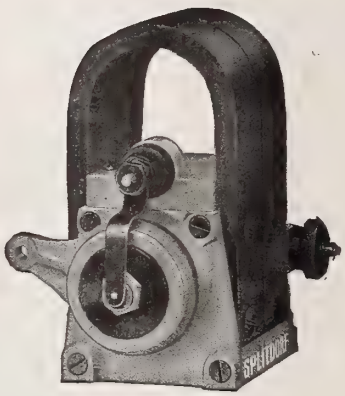
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we can save you money because we have the

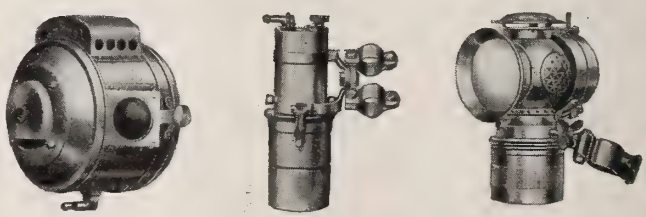
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Why not let us demonstrate our ability to cut down your costs? We work to standard or special designs and use

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The Lamps All Cyclists Need



The first gas lamp for cyclists on the market was a Solar Lamp. Solar Lamps have always led in improvements. They are the most up-to-date lamps sold.

They are heavy-gauge one-piece brass—the strongest lamps made.

Anything that you want in a bicycle lamp can be had in a "Solar."

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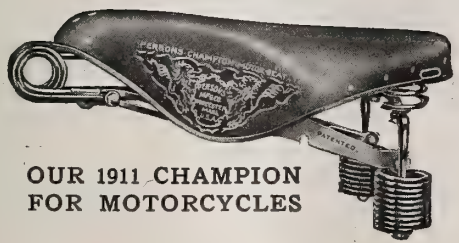
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Tucker Rims
HAVE QUALIFIED
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OUR 1911 CHAMPION
FOR MOTORCYCLES

Don't Accept A Cheap Substitute
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Only the Genuine Bear Our Name.
Oldest Saddle Manufacturers in U. S. A.

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Fast Strong
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The Only Bicycle in the World Built for Sprint RACING on Small Board Tracks.

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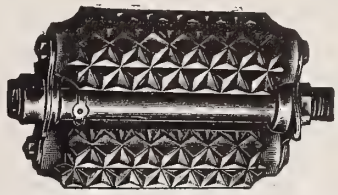


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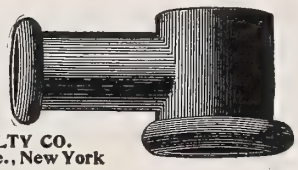
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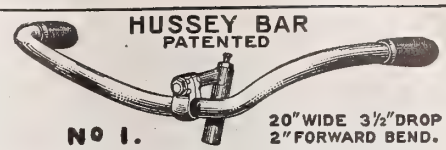
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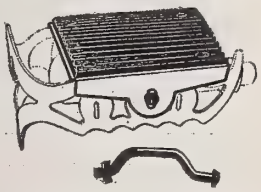
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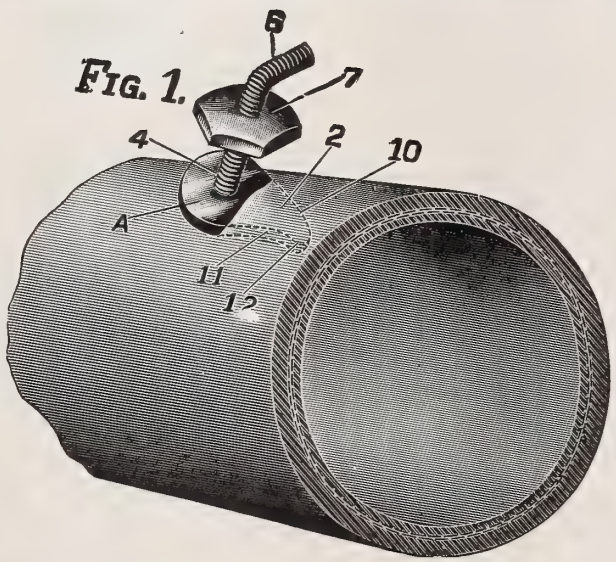


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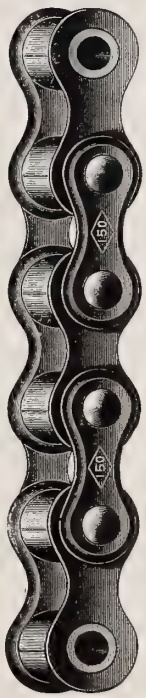
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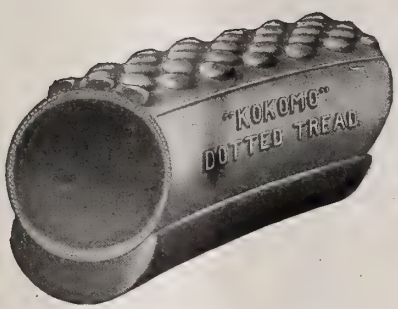


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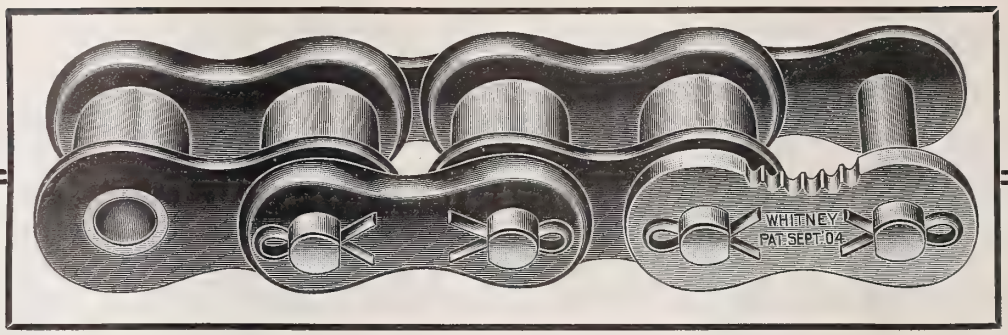


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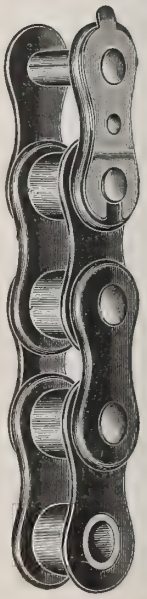
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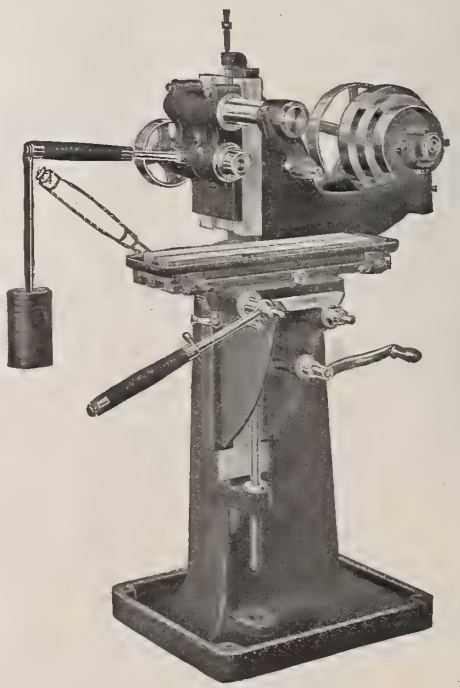
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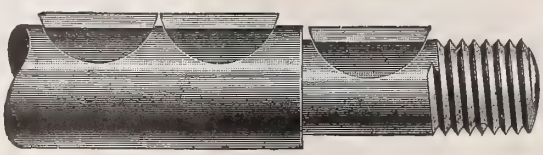
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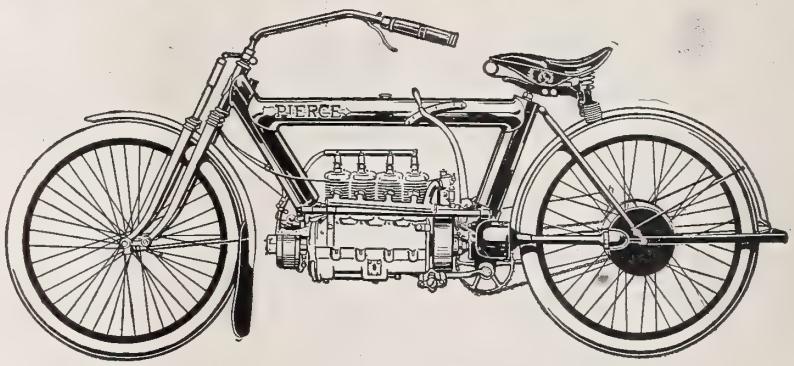
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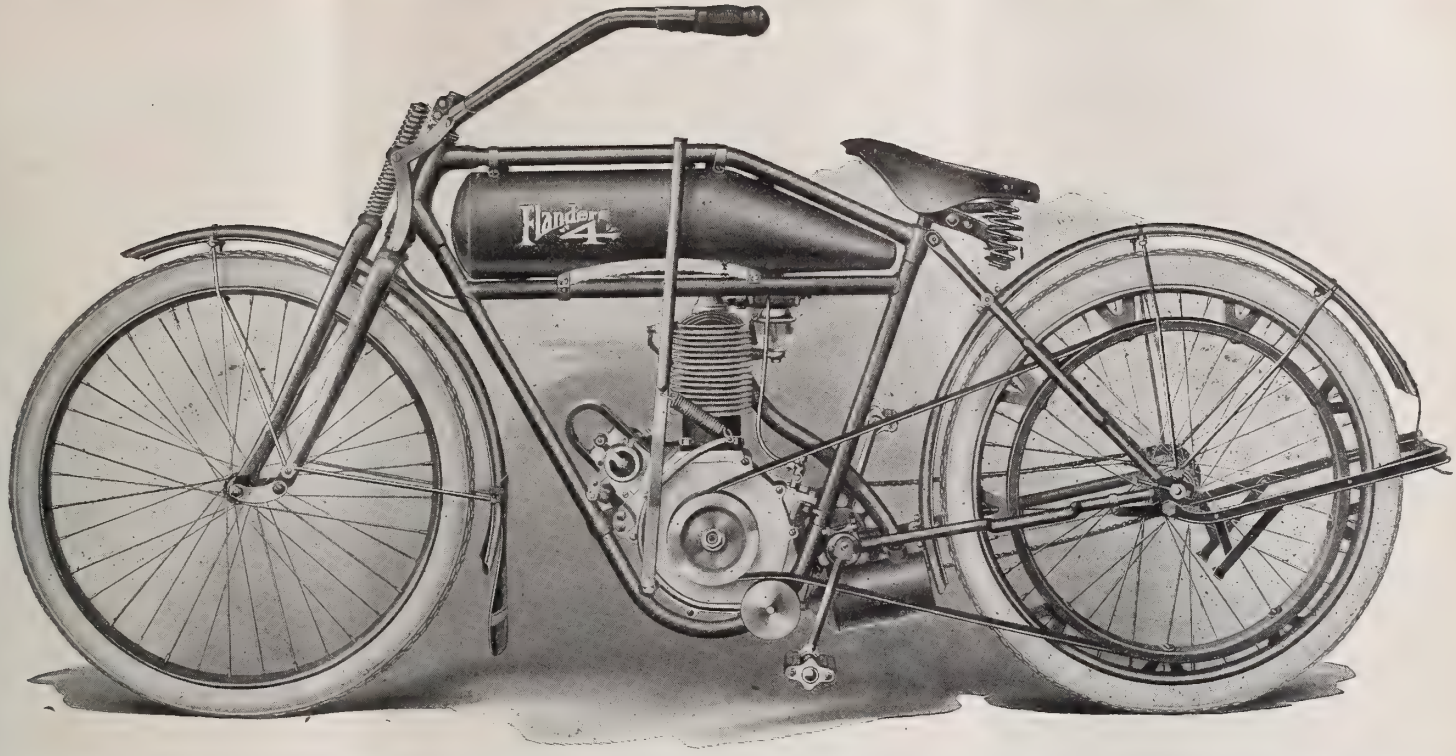
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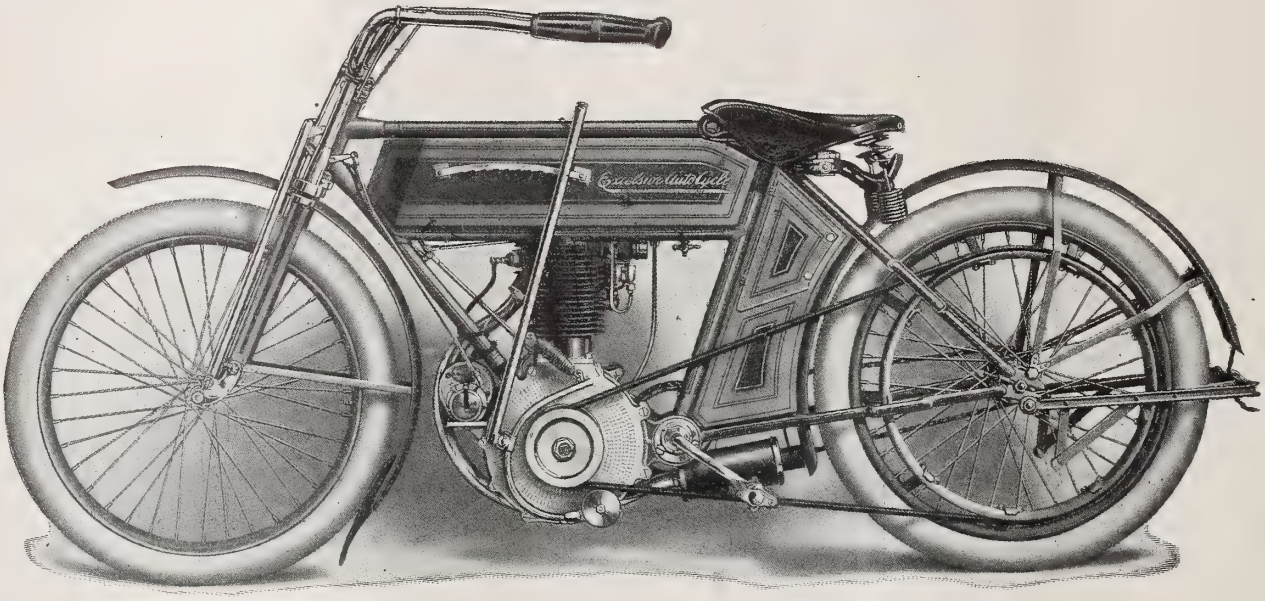
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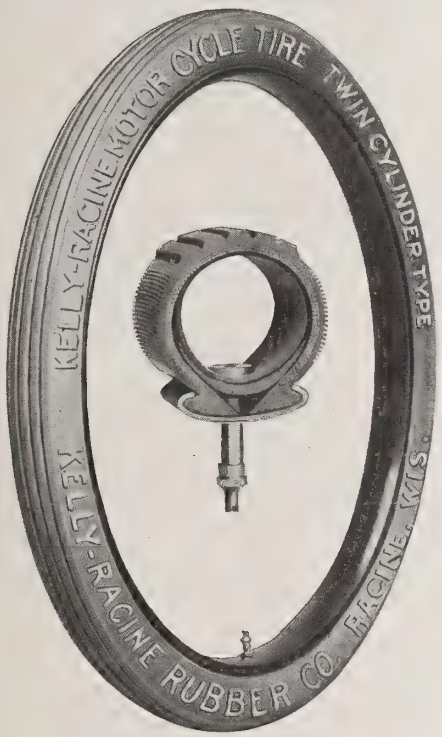
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We are believers in the motorcycle business and we are contributing to its advancement in offering to it the finest kind of tire equipment that experience, skill and the resources of the most modern tire plant in the world can produce.

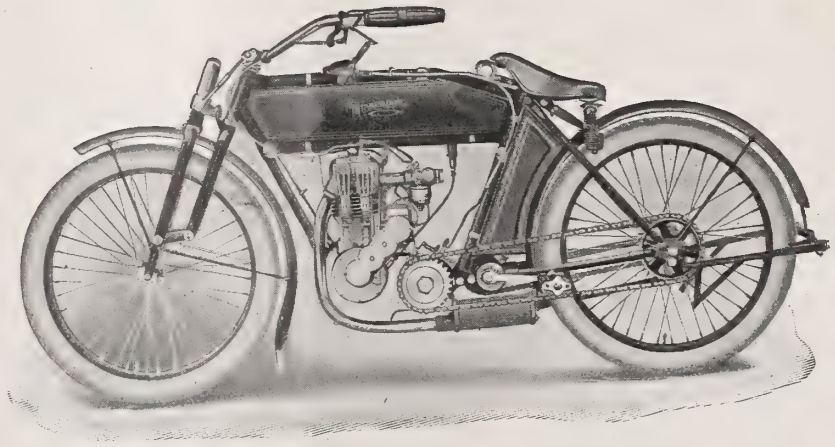
The Kelly-Racine Rubber Co. is closely identified with the motorcycle industry and will specialize in its requirements.

We recommend without reservation the Kelly-Racine Twin Cylinder Motorcycle Tire.

KELLY-RACINE RUBBER COMPANY, Racine, Wis.

Can you think of anything lacking in the Minneapolis "Big Five"

Model "N"



Free Engine Clutch
Two Speed Gear
Unit Power Plant
Full 5 Horsepower
Only One Drive Chain
Large Sprockets
Enclosed Drive Gears
Hess-Bright Bearings
Clutch Runs in Oil
Low Saddle Position
Perfect Spring Fork
Prompt Deliveries

A Money-Maker for Live Dealers. Now is the Time to Get Busy.

MINNEAPOLIS MOTORCYCLE COMPANY, 517 South 7th St., Minneapolis, Minn.

Once again—

A Satisfied Customer is a Good Investment

Read this letter and learn from it that it is not what we say but what Haverford Motorcycles do that make it the logical machine for you to buy and dealers to sell.

THE HAVERFORD CYCLE COMPANY, Philadelphia, Pa. Philadelphia, Pa., June 26th, 1911.

Gentlemen:—Words fail to express the pleasure I have derived from my 4 h. p. magneto Haverford Motorcycle, which I purchased from you in the early fall of 1910; since that time I have ridden the machine over 2,000 miles, with but very little cost for repairs and fuel.. I have a tandem attachment on which I carry Mrs. Kershaw, who joins me in expressing the pleasures of the rides we have had through the states of Penna. and New Jersey.

On Sunday, June 25th, we were in a party of 150 who made a run from Philadelphia to Atlantic City, a distance of about sixty miles. Our part of the run was made without a mishap and had we not lost our way would have finished in scheduled time, three hours.

The combined weight of Mrs. Kershaw and myself is 340 lbs., and I think that a machine of only 4 h. p. that will carry that weight without a mishap is worth talking about.

You may use this short testimony, if you so desire, for the Haverford, and you may rest assured that both Mrs. Kershaw and myself will stand by the Haverford.

Very respectfully,

ALBERT T. KERSHAW, No. 1630 S. 53rd St.

HAVE A HAVERFORD AND BE HAPPY!

HAVERFORD CYCLE COMPANY

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST. 427 10th ST., N. W., WASHINGTON, D. C.
945 BROAD ST., NEWARK, N. J. 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J. 763 MAIN ST., BUFFALO, N. Y.

Bosch Wins

With a Clean Sweep—of Course
Every Heat—Every Race
At the National F. A. M. Meet, Buffalo

ALSO

The Senior Tourist Trophy Race
Of England

The Junior Tourist Trophy Race
Of England

The DeRosier-Collier Match Races
At Brooklands, England

The New Trans-Continental Trip Record
By "Vol" Davis

The New Indianapolis-Chicago and Return
Record, by N. Hodgin

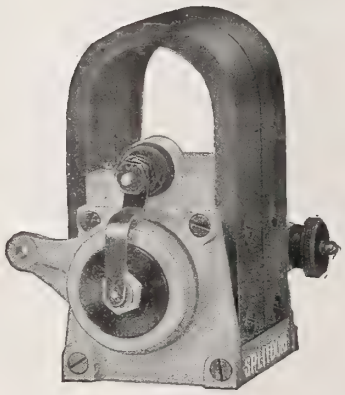
The Entire 1911 F. A. M. Championships
San Francisco, Chicago, Buffalo

The Celebrated Bosch Trophy
For the American Amateur Champion

AND THOUSANDS OF OTHERS
Not Only the Firsts, But Practically All the Finishers, Too

For Efficiency—Reliability—Speed
Specify—BOSCH—Insist

SPLITDORF
Motorcycle Magneto



A Statement by Geo. A. Wildman:

"The good start, due to Perfect Ignition, enabled me to make the fastest ascent of Shingle Hill, June 10. My Flying Merkel being equipped with SPLITDORF Magneto and Spark Plugs enabled me to defeat all other machines equipped with foreign magnetos and win the climb in 48.21, the best previous record being 51½ seconds, in 1910, with the same make of machine, but equipped with another magneto."

Stick to the Speedy
SPLITDORF Magneto

C. F. SPLITDORF

Walton Ave. and 138th St.

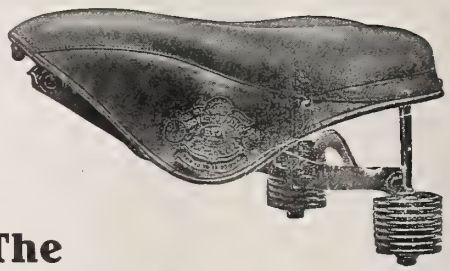
Branch, 1679 Broadway **NEW YORK**

Chicago: 1110 S. Michigan Ave. Detroit: 868 Woodward Ave.
San Francisco: 520 Van Ness Ave Boston: Motor Mart.
Los Angeles: 1226 S. Olive St.

When buying Motor bicycles

remember that there is only one saddle which can ensure the riders perfect comfort when awheel. because—

There is only one—THE BROOKS—which can embody the original and only genuine compound spring—the only spring which successfully absorbs vibration yet, by its compensating action, eradicates entirely all tendency to bounce.



The
BROOKS

B104 MOTOR CYCLE SADDLE, EMBODYING
The Original and Only Genuine Compound-Springs

Manufactured by
J. B. BROOKS & CO., Ltd., 73 Criterion Works
BIRMINGHAM ENGLAND

When selling Motor bicycles

remember that the name of BROOKS is known in every corner of the globe—
That there is none other with an equal reputation, and—

That that fact, together with the merits of the saddle—merits which must immediately appeal—will exercise an untold influence in the making of an easy sale.

Thor HONOR ROLL

Some of the Real Endurance Contests the Thor IV Won, Earning Its Title

"The Greatest Motorcycle of Endurance in the World"

F. A. M. National Endurance Contest, August 8th, 9th and 10th, 1910; Philadelphia, Pa. THORS won only perfect scores; 125 started.

Indianapolis Endurance Contest, September 4th and 5th, 1910; Indianapolis, Ind. THOR IV was the only single cylinder to finish. 55 riders started.

Western District F. A. M. Endurance and Elimination Contest, October 7th to 21st, 1910; Chicago. THOR won the Examiner Trophy and eliminated all others; 2500 miles.

Cleveland Motorcycle Club New Year's Run, January 1st, 1911; THOR perfect score.

Savannah Motorcycle Club Speed and Endurance Contest, April, 1911; THOR perfect scores and best team average.

Chicago Motorcycle Club Endurance Contest, May 7th; THOR won club cup and best team average.

Cleveland Elimination; THOR team perfect; 1800 miles.

San Francisco, July 5th; THOR IV makes perfect score in 428 Mile Endurance Contest over mountainous and almost impassable roads.

Everybody knows why the Thor wins all these endurance contests—Quality of material and workmanship. Quality counts.

Every Thor is a prize winner. The consistent winning in the hands of private owners proves this. We build the Thor Motorcycle to give the rider service. All Thor riders get it.

AURORA AUTOMATIC MACHINERY COMPANY, Thor Bldg., Chicago, Ill.

A. FREED, 1438 Market St., San Francisco, Cal., Pacific Coast Distributor



How to Satisfy Your Customers and Make Money

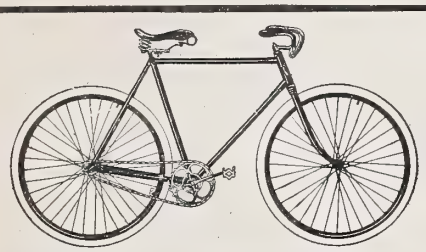


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

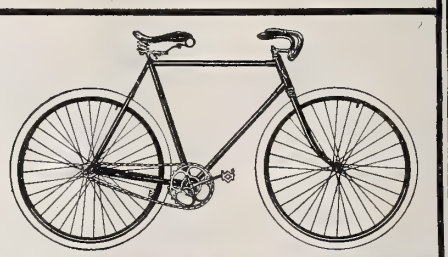


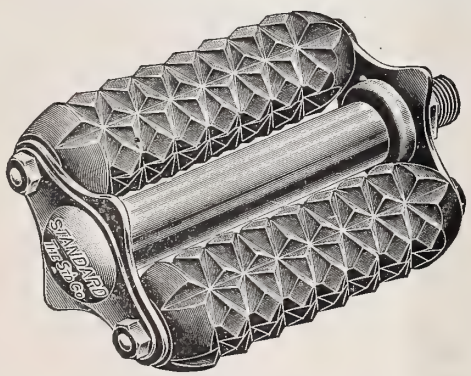
The Consolidated Mfg. Co.

1709 Fernwood Avenue **TOLEDO, OHIO**

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.





"Cushion saddles for the feet" is the way one man describes the jar-relieving action of the

No. 3 Standard Motorcycle Pedal

Instead of being rat-a-tat hammers on the shoe bottoms of the rider, these pedals are big, generous, soft, rubber cushions, with deep corrugations that prevent the laziest foot from slipping off. They sell for $3 per pair. Send for descriptive circulars.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS

THE STANDARD CO., Torrington, Conn.

Cleveland BICYCLES



Wheels That Satisfy Are Always in Demand

The Cleveland is a handsome, high-grade, clean-cut machine, with a wonderful capacity for long and efficient service. It is the sort of wheel that can be sold profitably year in and year out by dealers who consider their future prosperity as well as their present profits.

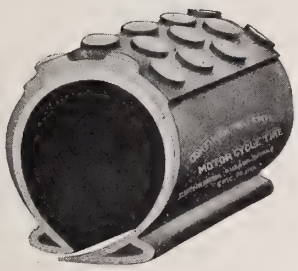
If you do not handle Clevelands write us for catalogues and special dealers' terms.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

EVERY DAY SERVICE

and not special performances is what counts in a motorcycle tire. Tires built specially for special events are not what you want for equipment on your machine.

Continental-Erie Motorcycle Tires



Anti-Slip Tread

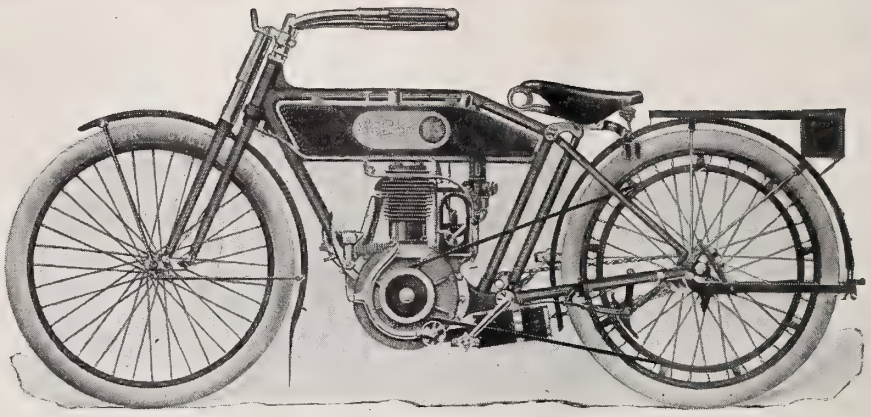
are constructed to meet the requirements of your machine in every day service and are guaranteed to reduce your tire expense to the minimum.

Ask Your Jobber—He Knows

CONTINENTAL RUBBER WORKS, Erie, Pa.

New York Branch—35 Murray Street

MOTORCYCLE DEALERS, ATTENTION!



Are You Handling a Seller or a Dead One?

The New R-S is by virtue of its many valuable and exclusive features the easiest seller of any motorcycle on the market, and its perfection in design, material and workmanship guarantees the satisfaction of your customer and makes every Reading Rider a Booster.

Write today for our booklet, "Vital Points in the Selection of a Motorcycle." It is chuck full of valuable information for dealers and riders.

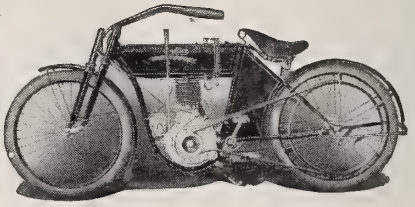
SOME VALUABLE TERRITORY OPEN FOR ESTABLISHED DEALERS ONLY

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

PROVED BY PERFORMANCE

The finest kind of proof of what a motorcycle can do is what it does do in the hands of its purchasers.

Emblem Motorcycles



deliver the goods under all conditions and keep doing it. The following letter is a sample of the kind we are constantly receiving:

Ida, La.

EMBLEM MFG. CO., Angola, N. Y.

Gentlemen: The 5 h. p. Emblem flat belt and idler received by express.

I must say, I have been in the wheel business for some time—have tried other makes of motorcycles over the hills and sand here, some have one fault and some another, but if any one wants the machine that has the power to take them up the steepest hills and one that will bring you home every time, and always ready to go—get the "Emblem."

It is the ONE motorcycle that will make good EVERY TIME. Everyone says it is the BEST ever seen here; you can expect more orders.

Thanking you very much for your "square" way of doing business, I beg to remain,

Yours respectfully,

N. B. SPEARMAN.

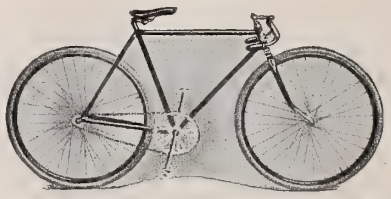
Get aboard the Emblem band-wagon and joy-ride to the Paradise of Motorcycling—the Land of Content.

Emblem bicycles and motorcycles furnish the surest kind of transportation.

EMBLEM MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.



Comfort and Pleasure

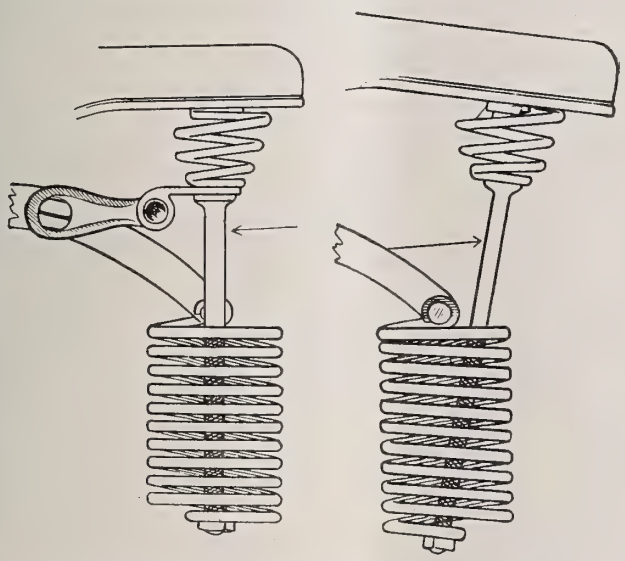
were the happy lot of the F. A. M. Tourists to Buffalo whose machines were equipped with

MESINGER
Motorcycle Saddles

Because They Are Fitted with Patent Shock - Absorbers

America's representative saddles. Have original features, making them superior to all others. They are used only on high-grade motorcycles.

Be sure to have the name MESINGER stamped on the side



NOTICE!
With Mesinger Patent Shock Absorber connecting pin in center of springs is held firmly in place.

NOTICE!
Without Patent Shock Absorber the connecting pin is pushed back under compression, often causing the spring to break.

We Can Furnish All Motor Saddles with Open Front springs for Low Position if Specified.

MESINGER PATENT SHOCK-ABSORBERS

save you and your machine from jolts. Prevent breaking of springs and joints. Give you comfort and do not tire you out. They are highest in price and best in quality. All parts are guaranteed.

Remember when you are 50 miles from home with broken springs — on Mesinger Saddles the springs will last.

Motto: "Ask the Rider and Watch Him Riding"

H. & F. MESINGER MFG. CO.
1801-1807 First Avenue **NEW YORK**

FISK
BICYCLE
TIRES

This Tire Compares Well With Higher-Priced Tires of Other Makes



FISK VICTOR ROAD TIRE with corrugated tread is an exceptionally serviceable tire and has excellent non-skidding qualities. While its price is low, it is sold under our brand and is fully covered by our regular guarantee.

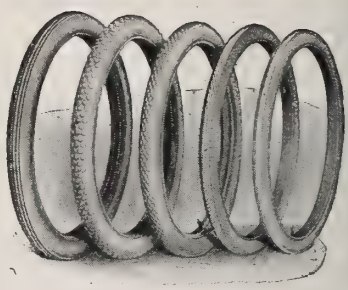
THE FISK guarantee will cover fully 75 per cent. of the tires on the high-grade and medium-priced wheels sold by the principal bicycle makers in 1911. Send for Illustrated Catalog of the complete line.

DEALERS: Don't wait until your competitors stock up with Fisk Tires. You grasp the opportunity first.

THE FISK RUBBER COMPANY
Department E **CHICOPEE FALLS, MASS.**
Direct Factory Branches in Thirty Cities

Goodyear "Blue Streak" Motorcycle Tires Won 13 Out of 15 Races at Buffalo

The supreme test of tires comes in the gruelling runs on the rough dirt track at the rate of 52 3-5 seconds to the mile. The fact that all but two races in the Buffalo National Event were won on Goodyear Blue Streak and Stock Tires, without even a suggestion of tire trouble, proves without a doubt that Goodyear Tires are built with utmost endurance and efficiency. The valuable experience of twelve years of successful auto tire building is focused in the production of Goodyear stock and racing motorcycle tires. This is the verdict from Buffalo on Goodyear Tires—



Form 2589 B

DAY LETTER

THE WESTERN UNION TELEGRAPH COMPANY

25,000 OFFICES IN AMERICA. INCORPORATED CABLE SERVICE TO ALL THE WORLD

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following Day Letter. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of unrepeated messages, beyond a sum equal to ten times the amount paid for transmission. Nor in any case beyond the sum of Fifty Dollars, at which unrepeated Day Letters are accepted. Nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission. This is an UNREPEATED DAY LETTER, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT — BELVIDERE-BROOKS, GENERAL MANAGER

RECEIVED AT

Buffalo, N. Y., July 15th, 1911.

Goodyear Tire & Rubber Co.,
Akron, Ohio.

Goodyear Blue Streak and Stock Motorcycle Tires won thirteen out of fifteen races in the National Meet at Buffalo July fourteenth and fifteenth. In nearly every case though track in poor condition best previous dirt track records were smashed. Severe test of endurance and efficiency. After one hour race in which over sixty miles were covered tires show little signs of wear. Five mile stripped Stock Trade Race, 5:02; ten mile amateur championship, 9:29; ten mile Trade Race, 9:59; one mile amateur championship, 0:56 1/5; five mile trade riders, 9:39 4/5; ten mile amateur championship, 15:10 2/5; one hour amateur championship 60 5/8 miles, 59:27 1/5; fifteen mile professional, 8:57 2/5; unknown distance race 4 miles, 3:47; five mile professional, 4:32 1/5.

S. A. Felor.

GOODYEAR
Blue Streak
Motorcycle Tires

The Goodyear Tire & Rubber Company

Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, July 22, 1911. No. 18

BIG BOOM IN ORDERS FROM ABROAD

George M. Hendee, on Eve of Departure, Full of Optimism—Great Showing of American Machines in England.

George M. Hendee, president of the Hendee Manufacturing Company, of Springfield, Mass., sailed for Europe on the Lusitania Wednesday morning, the 19th inst., to be gone eight weeks. Since the Indian victory the Tourist Trophy races on the Isle of Man and the defeat of C. R. Collier by Jake De Rosier on Brooklands track, the Indian factory has been so overrun by cable orders that Mr. Hendee deemed it wise to travel across "the pond" personally to help look after this business and at the same time gain a much needed rest, after his strenuous activities of the past year—thus his trip combined both business and pleasure. Before sailing Mr. Hendee said:

"The past year has been the most successful yet experienced by the Hendee Manufacturing Company, and the demand shows plainly the greatly increasing popularity of the motorcycle. The orders received from all parts of this country and abroad have been far in excess of our anticipations. Over three-quarters of these orders have been for the twin-cylinder type, clearly showing that the public, generally, carefully studies and investigates the various designs and their advantages before actually purchasing. It has also been shown, to our satisfaction, that the average purchaser of a motorcycle wants the best in everything and is willing to pay for it, rather than to take a chance in saving a few dollars on the initial cost. A large number of the Indian purchasers of to-day are men of experience, who have put the machines to the test and realize the real advantage of the twin.

"The recent purchase by our company of the large factory building across the track from our present quarters will enable us to practically double the output for 1912. All arrangements have been made for next year's model, but we have been so busy filling our orders for the 1911 design that no announcement will be made until late in the coming fall. We can state, however, that the Indian will be equipped with Bosch magnetos, and we have already placed the largest order on record for motorcycle magnetos with the Bosch Company, for delivery in 1912.

"The victory of the Indian machines abroad indicates very plainly the superiority of the American inventive and mechanical genius. When it is considered that American machines came in one, two and three in the Tourist Trophy race, with all five Indians entered finishing where other machines of foreign make withdrew by the score, and then De Rosier's great defeat of last year's 'T. T.' champion in the match races, it is even a far greater victory than simply that of one manufacturer—it is an overwhelming victory for American skill and labor as a whole."

Dealer Manufactures Tandem Seats.

Frank P. Fentress, Tacoma's (Wash.) pioneer dealer in bicycles and motorcycles, handles the "Excelsior" machine, which has proved a popular seller in Tacoma. Mr. Fentress is also the manufacturer of the Fentress Combination Tandem Seat and Carrier, and has equipped the majority of motorcycles in Tacoma with this handy invention. It is practically indispensable in making long trips.

E. E. Peterson, distributor of Yale Motorcycles in Tacoma, is now located in his new home at 1105 South 11th street.

COASTER BRAKE PATENT SUSTAINED

Final Chapter in Long Legal Fight Closed by United States Court of Appeals—Complete Text of the Decision.

A decision has been handed down by the United States Court of Appeals, District of Columbia, which brings a finale to the three-cornered brake patent interference litigation, which has covered a period of several years, and sustains the decisions of the lower courts on the Robinson patent, now owned by the Miami Cycle & Manufacturing Co., of Middletown, Ohio. The decision is signed by Associate Justice Charles H. Robb, and is known as Patent Appeal 705-706. The former is the action brought by Harry P. Townsend against James S. Copeland and William Robi son, while the latter is the counter claim brought by James S. Copeland against Harry P. Townsend and William Robinson. Both the Patent Office tribunals and the United States Circuit Courts for the District of Columbia rendered decisions in favor of Robinson, and the Court of Appeals now sustains these decisions. After giving in detail the counts which formed the basis for the action, the decision reads:

Each of the three tribunals of the Patent Office awarded priority to Robinson as to counts 1, 2, 5, 6, 11 and 12. It was stated at bar by counsel for Copeland and Townsend, who represent the assignee of these parties, that Townsend, as between Copeland and Townsend, is entitled to priority as to the counts awarded Robinson. We will first consider, therefore, the evidence upon which Townsend seeks a reversal of the award to Robinson.

Robinson's application was filed Oct. 8, 1897. This application we have no hesitancy in declaring a constructive reduction to practice of the invention therein disclosed. Townsend filed Oct. 10, 1898, one year

later than Robinson. It appears that there was a prior interference between the three parties to this interference. The exact relation between that interference and the present does not fully appear. It does appear, however, that the same applications of Townsend and Copeland were there involved and that certain testimony and all the important exhibits upon which Townsend here relies were there considered. The decision by the Examiner of Interferences in the prior interference was in favor of Robinson, and no appeal was taken therefrom. In the present interference it appears that Townsend, in February, 1897, designed and soon thereafter constructed a coasting and braking device, an exhibit of which is in evidence. His counsel now contends that this device meets the terms of certain counts of the issue. We agree with the Patent Office t ibunals that it "requires a stretch of the ordinary meaning of the term 'shaft' to apply it to he crank hanger" of this early device, and that "it requires likewise a stretch of the language, 'a coasting wheel hub revolubly supported thereon' to apply it to the cone in connection with the said crank hanger." As stated by the Examiner of Interferences, "the devices disclosed in the applications involved in this interference are attached to the rear wheel hubs of bicycles and the aforesaid claims are applicable to them in the ordinary sense of the terms used therein. There is then no necessity for departing from the ordinary meaning of those terms." Without more, therefore, we rule that this early device in no way anticipated the invention here in issue.

Townsend testified that he conceived the invention in issue and disclosed it "in a general way" to a Mr. Rockwell, general manager of the company in whose employ Townsend then was, and to certain other people early in September, 1897. The testimony of Mr. Rockwell, in the prior interference, which by stipulation is made a part of this, is insufficient, owing to its vagueness, to prove a disclosure of this particular invention by Townsend. In that testimony, which was given more than four years after the alleged disclosure, Mr. Rockwell stated that at the time the disclosure was made a drawing embodying the invention was then shown him; that this drawing was placed in a safe and that a search for it, after the declaration of the interference, was unavailing. After the case was closed a drawing, dated September 10, 1897, signed by Townsend and purporting to be the drawing shown Rockwell, was produced and the case reopened for the purpose of admitting it in evidence. Mr. Rockwell testified that the last time he saw this drawing was between October, 1898, and April, 1900, and that it was discovered while moving and sorting rubbish in the office of the company on June 20, 1903. Mr. Rockwell admitted that other persons had access to the drawing prior to its disappearance, and his identification of it, which it will be observed occurred several years after its disappearance, was not of a very convincing character. The drawing shown Rockwell, according to his testimony, was a mere hand sketch, while the drawing produced is in ink, drawn to a scale and practically complete in its details. A witness, Neal, testifying in the former interference, first stated that Townsend showed him no drawings of his invention other than some pencil sketches which he made by way of explanation. After the production of this drawing of September 10, 1897, this same witness testified that Townsend first disclosed the invention to him by means of this very drawing. Moreover, as carefully pointed out by the tribunals of the Patent Office "an examination of Exhibit Models B and C in connection with the Exhibit drawing and with the testimony relative to these exhibits lead to the conclusion that Townsend Exhibit Drawing is, in fact, a late drawing showing a more compact and neater construction than that embodied in Exhibit B; that it is the drawing from which Exhibit C was made, and has no better date than the latter part of February, 1898. Exhibit C, at least as to general dimensions, appears to correspond exactly with the Exhibit Drawing, which is a drawing to scale." Mr. Rockwell was probably sincere in his belief that this drawing was the one shown him in 1897. The circumstances and the testimony concerning the drawing, however, are such as to discredit it.

The only other evidence which it is necessary to consider is the testimony of one Goodwin, a chemist, whose memory seems to have improved with the passage of time. Testifying in the early interference, that is to say, about four years after the alleged disclosure to him, he then admitted that he did not understand the mechanical structure and manner of operation of the device which Townsend disclosed to him early in September, 1897; in other words, from his testimony in that interference it was apparent that the most he understood was the result Townsend sought to accomplish. In his testimony in the present interference, eleven years after the event about which he was testifying, his memory was much better, and he described quite accurately the essential features of the invention which, he testified, was disclosed to him by Townsend eleven years before. All this testimony has been carefully, and we think accurately, reviewed by the Patent Office. We do not deem it necessary to examine it further. Suffice it to say that in our view of the testimony, Townsend has failed to prove conception of this invention prior to Robinson's filing date.

It is contended in behalf of Townsend that the award to Copeland should be reversed in his favor on the ground, first, that Townsend is entitled to make the claims awarded Copeland, and, second, that he is the prior inventor of these claims. It is unnecessary to consider the first question, for the simple reason that even conceding, arguendo, Townsend's disclosures furnished a sufficient basis for the claims awarded Copeland. There is no testimony in behalf of Townsend, as we read the record, which proves conception of the invention embodied in these counts prior to Dec. 23, 1897, the date to which Copeland is entitled.

The decision of the Commissioner is confirmed and the clerk will certify this opinion according to law.

Grand Central Palace Wants Show.

The Grand Central Palace, New York, has been leased for one week, beginning Wednesday, January 10, by the National Association of Automobile Manufacturers, and General Manager S. A. Miles has sent an invitation to the Motorcycle Manufacturers' Association to participate in this show instead of the one at the Garden, where last year the motorcycle exhibit was part of the exhibition of the commercial vehicles.

The inducements offered are particularly attractive, and the show will include both pleasure cars and commercial vehicles, which, however, will be staged in separate departments. The price of space, including decorations, equipment and charges of every character, will be $1.25 per square foot. Of the net proceeds of the show, if any, the association will retain one-half. The remainder will be rebated to exhibitors in proportion to the amount of their space rental.

Mr. Hendee, who is chairman of the show committee for the motorcycle manufacturers, has sailed for Europe and has left the matter in the hands of President Fretz, who will probably report at the Atlantic City trade meeting during the first week in August.

Widmayer Moves to Larger Quarters.

After being located at its present stand for nearly 17 years, the F. B. Widmayer Co., 2312 Broadway, New York City, one of the veteran dealers of the metropolitan district, is going to pull up stakes on August 15. Patrons will have little difficulty in finding the new location, however, for a larger store has been secured at 2306 Broadway, two doors below its present location, and in the same block. In addition to a generous increase in floor space the new quarters also will afford large basement facilities—a factor which has been largely instrumental in the choosing of the new location—and additional stock, shipping and storage room.

Program Ready for Trade Meet.

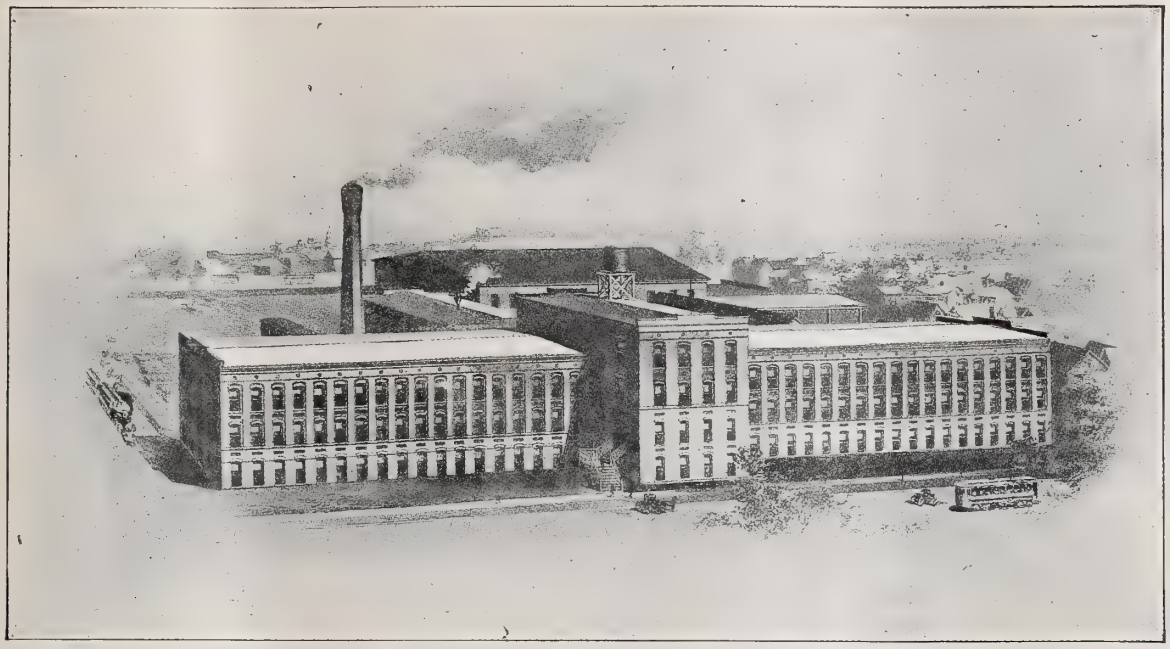
Plans are complete for the annual summer trade meeting in Atlantic City, August 1, 2, 3 and 4, and a fine program is arranged, beginning on Tuesday evening with an informal dance on Steeplechase Pier and ending on Friday, when several addresses on various important subjects will be made at a joint meeting. The headquarters will be at the St. Charles Hotel, and indications are that there will be a record breaking attendance. In order to secure accommodations it will be necessary to take the matter up at once, as some of the hotels already report that they are booked to their full capacity.

Two Branches for Stewart & Clark.

The Stewart & Clark Manufacturing Co., of Chicago, is opening two additional branch offices, one in Kansas City, at 1825 Grand avenue, under the direction of Harry E. Weber, who has been traveling that territory for the company for the past 18 months, and the other at Indianapolis, 514 North Capitol avenue, under the management of L. L. Banford, who has covered that territory for the company for several years. The purpose of these branches is to take care of business in those two cities. Business in outlying territories will still be handled from Chicago.

McBride Takes on Excelsior.

The Excelsior Supply Co., of Chicago, Ill., has appointed Percy A. McBride, 343 Yonge street, Toronto, its Canadian representative for their auto-cycles. McBride has become somewhat of an international dealer, being agent for the English Bradbury, the Canadian "C. C. M." and now the American Excelsior.



THE FACTORY RECENTLY PURCHASED BY THE HENDEE MANUFACTURING COMPANY AT SPRINGFIELD, ADDING TO THEIR PRESENT FACILITIES

NEW YORK DEALERS GET BUSY

Proposed Garage Ordinance Arouses Them to Action and New Trade Organization is Formed.

Making up in enthusiasm what they lacked in numbers, several of the representative motorcycle dealers of Greater New York, at a meeting held at 2308 Broadway, Wednesday night, 19th inst., organized themselves into a body to be known as the Motorcycle Dealers' Association of Greater New York. Amos Shirley was chosen as temporary chairman, and H. A. Gliesman acted as temporary secretary. The new organization is a direct offshoot of the Cycles and Accessories Dealers' Association, which never has amounted to much, owing to the indifference and lack of enthusiasm of a majority of its members.

That which chiefly prompted the formation of the new body, however, was the projected garage legislation which, if enacted into an ordinance, would literally wipe out every motorcycle dealer in the metropolis. The very weak response to two calls sent out to all the members of the old association, in the past two weeks, to rally together and fight the proposed regulations, taught the really active motorcycle dealers that they could expect no help from their bicycle brethren, who are unaffected by the provisions of the garage ordinance. Also practically all of the small dealers who dabble in motorcycles, either directly or as a side line, have shown complete indifference to the peril which threatens to wipe out their business.

With these facts in mind, the leading dealers decided that their salvation lay in banding toether among themselves. Counsel has been retained to protest against the inclusion of motorcycle establishments in the proposed garage ordinances and encouragin progress has been attained in demonstrating to the Municipal Explosives Committee the unreasonableness of the regulations, as applied to motorcycles. The dealers present at the meeting unanimously approved of the work of their counsel and voted to bear the expense pro rata, while assurances also were given that several leading dealers not present would do their part in bearing the expense of counsel.

It was the unanimous sentiment of the meeting that a concrete organization of dealers would, if maintained, prove of inestimable value to the dealers and stimulate the motorcycle business greatly in the metropolis, a tonic of which it is greatly in need. Among the proposed objects of the organization are the furtherance of the motorcycle industry in its relation to the dealer and the public of the greater city, the pooling of interests to secure rock bottom prices wherever possible, the working up of general motorcycle publicity that would stimulate increased business for all, the maintenance of list prices, the wiping out of the cut price merchant and the encouragement of instalment sales. Another aim of the association will be to eliminate the rider agent, whose chief desire is not to sell but to buy a machine cheaply.

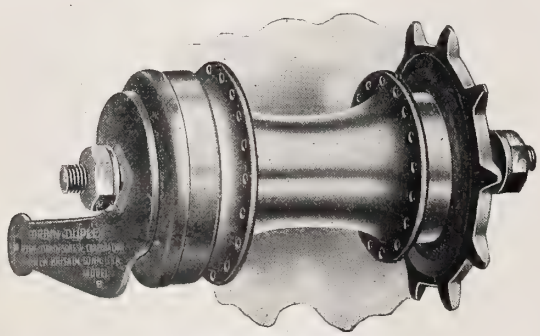
Several of the abuses existing in the trade were discussed, such as the buying of motorcycles from manufacturers at export prices by local parties through misrepresentation, the securing of better than dealers' prices on goods by private parties armed with letters from manufacturers and the deliberate cutting of prices by dealers, with the knowledge of the manufacturer. The selling by motorcycle manufacturers of large quantities of machines direct to corporations and municipal departments below the list price also was touched upon. It will be the aim of the association to correct these evils in so far as it lies within its power.

Hearty endorsement was given to the idea of stimulating instalment sales, and it was decided that the best way in which this could be accomplished is by persuading a trust company to advance the money to the dealer and collect regularly from the purchaser, retaining of course a commission for its work. It was stated that this plan was operated on a large scale on the Pacific Coast and with gratifying success. It was made plain that the average dealer cannot, on his limited capital, finance instalment business, and for this reason practically all of the dealers sell only for cash.

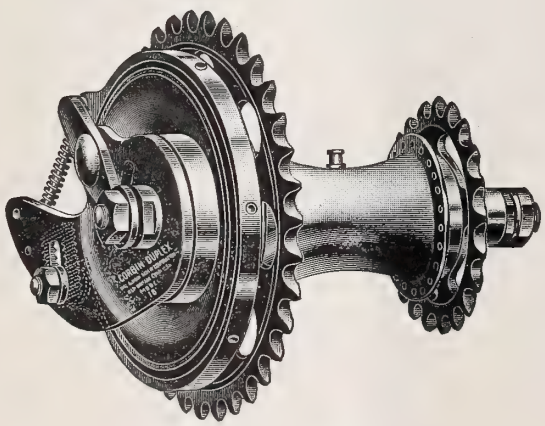
During the evening's discussion a great many other topics pertaining to the business were also touched upon, such as uniform rates for storage and repair work, renting, the maintenance of prices and the protection of each other from dead beats. All present voted to constitute themselves a committee to see the other leading dealers who were not present, explain the action taken and endeavor to persuade them to attend the next meeting, which will be held at the same place, 2308 Broadway, at 9 o'clock, Wednesday evening, the 26th inst. Among those present at the meeting were the following: Amos Shirley, H. A. Gliesman, E. C. Kicherer, F. B. Widmayer, T. J. Sixsmith, Henry Heyer and G. Rotholtz.

CORBIN

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CORBIN DUPLEX
BICYCLE COASTER BRAKE



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LICENSED COASTER BRAKE MANUFACTURERS

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JULY 22, 1911.

Business vs. Pleasure at F. A. M. Meets.

One of the lessons learned at the recent Buffalo meet of the F. A. M. is a most important one, and one that should receive the careful consideration of the officers, the board of directors and the members in general. The great majority of the members who were in Buffalo at that time, were there more for pleasure than anything else. They wanted to see Buffalo, Niagara Falls, the races, etc., and the business part of the meet was a secondary consideration, as was evidenced by the inability to secure a quorum at the adjourned business meeting on Friday morning, and the desire to rush and get away at the final midnight meeting, held after the smoker—a most inopportune time to endeavor to transact business.

Matters of great importance are before the members of the F. A. M., and these will increase, both in importance and number, as time goes on and the organization continues its wonderful strides in membership. These matters should not be rushed through, without thought and discussion, by members from all sections of the country, nor simply by one, two, three or four, and then jammed through only to get rid of the matter and save time for pleasure trips. These questions will more and more need the careful attention and deliberation of men who are deep thinkers and have the best interests of the organization as a whole at heart.

In order to accomplish this, it is necessary that the delegates go to the meeting with intention of carrying on the business that may come before them, giving the necessary time to these matters and with nothing to divert their minds or to cause them to pass them over quickly in order to get away for some outside attraction. The only way that this may be done properly is to follow the plan successfully carried out by the old League of American Wheelmen, and have the business meetings of the organization in the winter, say in January: perhaps during the New York or Chicago shows. Then have delegates and alternates appointed by the various clubs throughout the country and have it understood by these delegates that they are supposed to truly represent the clubs at each and every session of the convention. No doubt the clubs, who would have representatives pro rata to their membership, could and should pay the expenses of their delegates. This is done by other organizations, and there is no reason why it cannot be done by the F. A. M.

At this meeting the question of the time and place for a summer meet could be arranged after the different cities had presented their invitations and inducements. The summer meeting would then, of course, resolve itself into practically one of pleasure, with the annual championship races and other pleasurable and social events. This arrangement would give more time for the necessary business of the organization and also allow more time for the members from all of the different sections to become better acquainted with one another, thus allowing a more friendly and fraternal feeling among the members in the organization. As it stands now, the business and social side both suffer and in the former, perhaps, there are a dozen who do all the thinking, planning and the work of the organization.

Why Not Advertise Motorcycle's Charms?

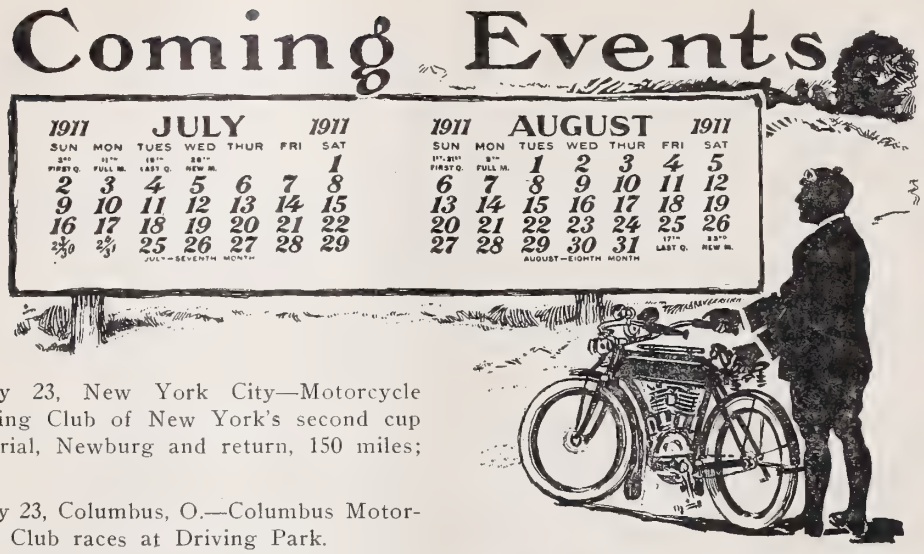
Every dealer in New York City should support and join the new organization formed on Wednesday evening of this week and to be known as the Motorcycle Dealers' Association of Greater New York. But it will not be enough to simply join it and then forget that it exists. To be of benefit every member must take particular interest, attend every meeting and work with and for the organization, which in the end will benefit each individual in the trade. A good live, up-to-date, working organization of this kind is needed in New York and can do a tremendous lot of good work, at the same time greatly benefiting the motorcycle business in general.

One opportunity that lies open before the new association is an educational motorcycle advertising campaign. The general public to-day has an entirely wrong impression of the motorcycle. This may not be believed or understood by the trade, but nevertheless it is a fact, and the sooner the dealers and the manufacturers, for that matter, wake up to this condition of affairs the better for the trade in general, and the natural result of increased business.

The average person to-day believes that the motorcycle is a noisy, dirty racing machine and good or practical for no other purpose, and very little or nothing is being done to offset or change this opinion. Take motorcycle advertising in general, the winning of a race is always featured and simply tends to further give the idea that the motorcycle is nothing but a speed machine. If, on the other hand, the opportunities for real enjoyment in the line of touring, etc., were featured, and the public were shown the real practical use of the motorcycle, increased sales would be sure to result. Instead of featuring racing, let the manufacturers and dealers go more strongly into the question of pleasure touring and short trips of a Sunday or holiday.

Right here lies the opportunity for the new association. The members should take space in the various newspapers of the city, as an association, and carry on for the next six months, anyway, an educational advertising campaign of the motorcycle, showing its advantages over other means of transportation, its comparative inexpense; the roads open to it, describing and outlining various short tours around New York and explaining particularly that to-day the noise and the dirt are not necessary, and the great speed, while possible, is entirely in the rider's control. Such a campaign, without any possibility of a doubt, would result in a great improvement in the motorcycle business in and around New York. This is only one of the opportunities which the new association has before them.

Coming Events



July 23, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

July 23, Columbus, O.—Columbus Motorcycle Club races at Driving Park.

July 29, Canton, O.—Race meet of the Canton Motorcycle Club.

August 1, Springfield, O.—Race meet under auspices Henry Hornberger, 818 East Main street, Springfield, on half-mile fair ground track.

August 1-2-3-4—Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories' Association, the National Association of Cycle Jobbers and the Motorcycle Manufacturers' Association.

August 3, Fort Erie, Ont.—Bicycle races at Fort Erie track.

August 6, Detroit, Mich.—Detroit Motorcycle Club's race meet.

August 6, Floral Park, L. I.—New England Wheelmen's first annual Marathon bicycle handicap road race; open.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 4, Canton, O.—Canton Motorcycle Club's race meet.

September 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

September 4, Springfield, Mass.—Springfield Motorcycle Club's race meet at Stadium.

September 4, Springfield, O.—Springfield Motorcycle Club's race meet at Fair Grounds track.

September 4, St. Louis, Mo.—St. Louis Motorcycle Club's 200 mile road race to Hannibal and return; open.

September 4, Newark, N. J.—New Jersey Motorcycle Club's 12 hour endurance run to Atlantic City and return.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.

Sept. 25, Detroit, Mich.—Race meet.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

Generosity of Indianapolis Dealer.

When any of the Indianapolis motorcyclists want to go swimming in the summer time, or whenever they are in want of a nice cool place by the water to spend the day, in the future they will go to the John Hole camp, a half-mile north of Indianapolis. This was where the motorcyclists went on Sunday, the 9th inst., on a motorcycle run, given by the H. & B. Motor and Cycle Co., for all the riders in the city, regardless of the kind of machines they rode. It was an ideal day and about eighty responded to the call of the water and went on the run which preceded the swimming party at the camp. A special invitation was extended to the members of the Indiana Motorcycle Club and a large number responded.

It was the first annual outing of the H. & B. Motor and Cycle Company, which is owned by Ray Scott and John Hole. Although the H.-B. company will not give another run this year, it has extended an invitation to all the riders in Indianapolis to visit the John Hole camp and cottage as often as they care to. The camp is an ideal one. It is situated on the bank of the White river and is on a hill, fully twenty feet above the water, so the spot is always dry. The John Hole cottage is spacious, containing a piano, stove, beds, cots and everything needed to make the country life enjoyable. Outside of the cottage there is a tent with cots in it, for extra guests. Surrounding the cottage are many trees with swings hanging down. Hole has about a half a dozen canoes, some flatboats, rafts, and a house boat capable of carrying fifty people, down on the water directly in front of the cottage. The river is about a hundred yards wide in front of the camp, and it is ideal for swimming, the water being on the average about five feet deep all the way across.

All these accommodations were at the disposal of the motorcyclists on the outing, and they certainly took advantage of them. Soon after the riders reached the camp, the water looked so good to them that they wanted to jump in at once. Hole and Scott put up a fine dinner for the boys, with plenty to drink on the side.

Soon after dinner a tub race was held. About thirty swimmers entered this event. some had tubs and some had small rafts and they were given the instructions to get across the river "any old way" just so they got the tubs and rafts across with them. Ray McDougal won this event when he pushed his tub ahead of him and then swam up to it again. Fred Stewart, with a raft, got second. It was an interesting race on account of the large number of starters. Ray got an Empire tire for first prize, while Stewart got a motorcycle cap, the second prize. All the prizes in all events were well worth trying for.

In the three-legged race, Bishop Richardson and Grove Hurt "cleaned up" and they each got a good pair of gloves. The second pair, Ray McDougal and Carl Haggenmile, received motorcycle pumps for their efforts. In the sack race, Carl Haggenmile won an Empire tire, the first prize, while George Ford got a box of cigars for finishing second. Ray McDougal again won a first prize, an Empire tire tube, when he defeated a large field in the 70 yard swimming race, across the river. Charles Vogel won a pair of leggins, the second prize. An interesting feature was the horseshoe pitching contest. John Manien and his partner, "Curly" Williams, won the "motorcycle championship" from about thirty other contestants. The winners were given a bottle of port wine. The winners of second place were given fountain pens.

The motorcyclists spent all afternoon doing crazy "stunts," most of which were in the water, and all had a good time. The return trip was started after six o'clock, for the camp is not far from the city. The riders met at the Indiana Motorcycle Club about nine o'clock in the morning and only about forty lined up for a picture. The bunch started out for a ten mile parade around the city, and while parading up and down the most important highways, the other forty riders that made the trip joined the original body. Every rider that was passed during the parade was invited to "come on" and most of them accepted the invitation and went along.

Motorcyclists will be welcomed to the camp at all times. The invitation is not only extended to Indianapolis and Indiana riders but includes all tourists. The latter are especially asked to make the camp their headquarters while in Indianapolis.

THE 1911 F. A. M. CHAMPIONSHIP RACES AT BUFFALO

Frank Hart, the First Amateur National Champion, Lands Eight First Prizes—Ed Hasha the Bright Professional Star—J. U. Constant Wins the Ten-Mile Championship—Bosch Trophy in Canadian Customs Tangle.

Gathered from the four corners of this broad United States, the greatest array of crack amateur and professional motorcycle racers that ever were rounded together at one time, put on their war togs at old Fort Erie track over in King George's land, just across the border from Buffalo, on Friday and Saturday, 14th and 15th, and for two long afternoons wrote F. A. M. racing history in large and bold letters. Unquestionably the national race meet eclipsed in brilliance, in thrills and in the spectacular any and all other speed conclaves ever held in his country. While no records were broken, and only one bone, fortunately, the speed duels were as realistic and as bitterly fought as the most rabid enthusiast could ask for.



THE RACING OFFICIALS AT THE FORT ERIE TRACK

There have been some real shining lights among the speed warriors, who have gathered to do battle at national race meets of former years, but none ever has shone quite so brightly as youthful, pink faced Frank Hart, the real phenomenon of the year in the racing firmament. Never before has a rider made such a cleanup in the fastest company that this country boasts as did the Wall street flyer, who salted away eight firsts, one second and one third in 10 starts. By taking both the mile and hour national championships, Hart won the enviable title of amateur national champion of America and is the first to hold the honor. Along with the title he also garnered the handsome Bosch magneto trophy, which was awarded to the national champion on a point basis. Hart scored 19 out of a possible 21 points. The coaster brake manufacturers' trophy, the Standard Welding trophy, the one mile and one hour championships and a miscellaneous collection of jewelry represent Hart's share of the prizes. His winnings totaled over $1,000 in value.

Although motorcycles, automobiles and spectators had no difficulty in entering Canada, the customs officers seized the Bosch trophy, which Advertising Manager Bartsch, of the Bosch Magneto Co., was bringing in on the train. Bartsch had intended to present the trophy to the winner on the track, but the government officers were obdurate and would not let the cup pass unless it was bonded or duty paid. Complications threatened for awhile and Bartsch finally left it with the customs officers, to be taken back after the races. When he called for it, however, the officer who had seized it had gone and it was only after some strong persuasion that Bartsch was able to recover it from the possession of the customs people. If the trophy had been won, it could have been taken into Canada duty free, but as it still was up for competition it was subject to duty.

While Hart bottled most of the glory, there was some that he could not cork up and some more that got away while he was trying to cork it. John Constant, of Brooklyn, collared the 10 mile amateur championship, after Hart appeared to have it stowed away. Dirt in the feed pipe spelled defeat for the New Yorker. Hart held his own on the straights, by blowing in the filler cap and forcing fuel to the carbureter, but on the turns he could not do this and Constant eventually caught him.

Victory rested on the shoulders of J. Boyd Anderson, the North Carolinan, in the five mile stripped stock trade event on Friday. Hart blew up in the fourth lap with a broken valve. R. J. Bishop pranced home a winner in the five mile private owners' race on Saturday. This ended the amateur session with 11 victories divided between four riders. The four professional races were distributed between "midget" Ed. Hasha, of Dallas, Texas, and M. J. Graves, of Los Angeles. Hasha took three firsts and Graves took the other. It was the first time either man had been seen in action in the East, and the wise ones agreed that each was "some rider," especially Graves, who is a veritable wizard on turns.

Hart, Anderson, Constant and Bishop rode Indians, while Graves bestrode a Merkel. In ignition it was a clean sweep for Bosch, this magneto being fitted to all winning machines. Goodyear "Blue Streak" tires also scored a smashing hit with 13 firsts.

First Day—Friday, 14th.

Lack of entries was responsible for the

scratching of the very first number on the card, the novice. It was not until 3:30 p. m. that the riders got in the line for the first race, the five mile stripped stock for trade riders and 54 cubic inch machines. Because of the poor condition of the track, which was only fit for riding within 12 feet from the pole, it was wisely decided to run all races in which there were more than four starters in heats. For this event the heats were two miles.

In the first heat Sill and Graham, on Merkels, and Hart, Indian, started. All starts were standing from a pushoff, save in the championships, where rolling starts were specified. Sill held the lead until entering the back stretch, when Hart shot to the front and blue-streaked it down to the lower turn. He piled up a lead steadily, riding like a fiend, and won hands down by 150 yards. Sill had second place safe, but in the fourth mile mistook the flag and



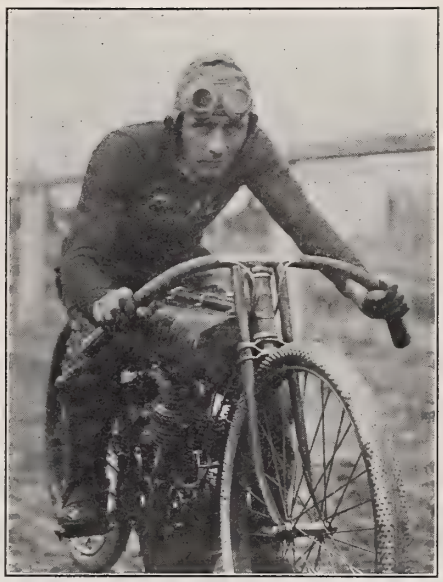
E. HASHA, INDIAN

stopped. He restarted upon discovering his mistake, but lost his place to Graham.

Stauder, Constant and Anderson, all Indians, made up the second heat. The gun missed fire, but there was no recall. Stauder had the pole. Around the turn and down the back stretch the trio scrapped like Kilkenny cats, but the Rochester lad stayed next the fence. The first time around it was a blanket finish, and on the second lap they remained bunched and fighting hard. Stauder beat Anderson by 10 feet, and Constant was even closer on the Carolinan.

The first two in each heat qualified for the final at five miles. The starters were Graham, Hart, Anderson and Stauder. Anderson was inside and at the break Stauder made a bid for the lead. Bunched they slashed around the turn and down the stretch, going great guns. The first time over the tape Anderson led, with Hart at his rear wheel and Stauder hugging Hart, Graham had fallen back. Hart took the lead on the back stretch, in the second round, and held it until the fourth round when a valve let go. Hart lost his speed immediately and Anderson flashed in front, with Stauder hanging on. In the final drive Anderson fought off Stauder, and Hart hobbled home third. It was a great race.

Things were livening up now. A big field came out for the ten mile championship, and it was split in three heats at three miles per heat. The riders were given a take off of about one-eighth of a mile before crossing the tape. The lineup was Bernard, Merkel, on the pole, then Erwin



L. S. TAYLOR, EMBLEM

Baker and Dan Willis on Indians, and Louis Steinhauser, the Philadelphian, on his direct chain drive Bradley "cannon." The quartet crossed the line on a beautiful start, and then Bernard turned loose. Although Willis and Baker went after him like tigers, he widened the gap steadily and came around with a 100 yard lead, on the first lap. Baker and Willis were evenly matched, and the latter led his partner by 10 yards. Steinhauser was nowhere.



W. J. TEUBNER, MERKEL

Bernard was riding in great style, and all hands were looping it in high order. In the second lap Bernard tore the gap open still more and finished the last lap a quarter mile to the good. Baker had overhauled Willis and beat him home by 40 yards. Hart and Anderson, Indians; Teubner, Merkel, and Taylor, Emblem, furnished the excitement in the second heat. Taylor was on the pole. Teubner set the pace to the turn, where he blew a tire and became a spectator. He was unhurt, but one wheel folded up. Hart unloosened his usual back stretch frenzy dash and made a runaway, for neither Anderson nor Taylor could stay with him. Hart won by nearly half a mile and Anderson had a big lead on Taylor.

Only two started in the third heat, Constant, Indian, and Graham, Merkel. On the first getaway only one of Graham's cylinders took hold, and the heat was restarted. Graham had the pole and the lead until well into the turn, when Constant moved up to the front row. Both men burned things up down the stretch, but Constant drew away steadily and got the decision by nearly half a mile.

It was a battle royal, that final heat between the cream of the trade riders, Hart, Anderson, Bernard, Constant and Willis, all Indians save Bernard. The Chicagoan was game, although surrounded by the



F. HART, INDIAN FLAT BELT

enemy, and gave them a fight worth while. It was Hart and Bernard from the start. They stayed together to the back stretch and were moving fast when they entered it. Then Bernard twisted the yellow dog's tail, and it responded with a phenomenal spurt that Hart covered., Bernard had a slight lead at the end of the stretch, but took the turn wide, while Hart stayed close to the rail. The pair were steadily pulling away from the field, and seesawed with each other for four miles. Then Bernard commenced to fall back. Constant had third place mortgaged and was bidding for second. Bernard fired some more oil into his machine and picked up, with another wonderful sprint, in the fifth lap. Down the stretch he and Hart tore neck and neck, Bernard crossing the tape with a 10 foot lead, amid great applause. His triumph was short lived, however, for while swinging the lower turn into the back stretch, a tire let go and the Merkel hopes were shattered. It was only another of a distressing run of tire trouble which beset the Merkels throughout the meet.

Hart's time was yet to come. With Bernard eliminated, Hart seemed a sure thing, but there's many a slip twixt start and finish. Constant, who was half a mile back, was coming in dangerously close, and Hart was easing off a bit. On the eighth lap



THE CROWD ENTERING THE GATE ON SATURDAY



PRESIDENT-ELECT HAMILTON CONGRATULATING GRAVES

it became evident that Hart was in trouble, for he was hobbling along on one cylinder, and his big lead was melting fast. In the ninth round Constant caught Hart and passed him in the back stretch, and won the 10 mile title by an eighth of a mile. Anderson was third. Bernard's tire had rolled off, and he was unhurt. Constant had taken the first of the three championships to be run and was leading for the Bosch trophy.

Up to this time the trade riders had held the stage, and now they retired for a spell to give the professionals a chance. The distance was 15 miles, and the elimination heats were five miles. Rex Wickwire and Ed Hasha, the Texans, on Indians, and A. G. Chapple, Merkel, started the fuss. Wickwire was quickest on the getaway, and Hasha was in the rear until well around the first turn, when suddenly he found himself and flashed in front in a twinkling. Hasha set a cyclonic pace, but Chapple had something, too, and passed Wickwire. The latter seemed to have been a flash in the pan, for he was third in the third lap. Hasha was running away on the stretches, but Chapple picked up a bit on the Texan on the turns, only to lose it and more on the straights. In the fourth lap Chapple fell off a bit, and Wickwire loomed up dangerous. Then Chapple's Merkel belched that famous cuttlefish smoke trail that made it famous—or infamous—at Springfield, and he picked up, but Wickwire also was close on his heals. Hasha had checked in three-eighths of a mile ahead, and Wickwire bore down rapidly on Chapple in the final sprint. It brought the crowd to its feet, but Chapple's lead just held out to the end, and he took second by 10 feet.

The men in the second heat were no strangers. They were Balke, Indian, and Mitchel and Graves, Merkel, and they knew each other and each other's ways very well. Mitchel had the pole, but Balke was away in front at the gun. Mitchel got a very bad start and lost 20 yards. It was between Balke and Graves down the stretch running neck and neck. On the lower turn Graves broke through in front, but once more the hoodoo touched the button and a tire rolled off. Thereafter Balke ran away with the heat, beating Mitchel by a little over half a lap.

Hasha, Balke and Mitchel started in the final. Balke led to the back stretch, where Hasha cantered up front. The Texan led the procession for a lap, when Balke poked his wheel in front again. Mitchel was half a lap back. For several laps Hasha trailed Balke, who was pounding along at a savage clip and in the eighth lap the "Jimmy Michael of the motordrome" slid alongside Balke coming up the stretch. As they paralleled they bumped elbows slightly and then bounded out from each other crossing the line neck and neck. Some thought that Balke had fouled Hasha by bumping him, but the latter protested that the rub was an accident and entirely unintentional on Balke's part. That was the view taken by the referee, "Happy Days" Pitman. In the ninth lap Hasha had a 10 foot lead, and as they entered the turn Balke pulled up and tried to go by, but fell back. Hasha gained a bit down the stretch, but Balke made another bid on the lower turn and took the lead, only to lose it, however, at the end of the stretch. Mitchell still was half a lap in the rear. In the 13th mile Hasha started a spurt and steadily pulled away from Balke, winning by an eighth of a mile.

Some more fast and snappy work was witnessed in the 10 mile trade rider class for 30½ cubic inch machines. The heats were at three miles. In the first heat Bernard, on a Merkel, took the lead, but Willis, Indian, who was proving a regular daredevil, came up on the last lap and beat Bernard at the tape by an inch. It was the best finish of the meet. Valiant, Emblem, was third. Anderson and Frank Ollerman, Harley-Davidson, were the chief contenders in the second heat, and in the second round Stauder forced ahead. He never was headed and won by an eighth of a mile. Ollerman rode one of the new Harley-Davidson chain drivers.

In the third heat Teubner and Hart met again. The scrap was between them all the way, for they soon sorted themselves away from the field. After a neck and neck session, Teubner forced a lead and stretched it to a quarter of a mile at the finish. Hart was second, and Huntsbery, Merkel, third. Another rare speed session was the final. Hart, Teubner, Bernard, Willis and Ollerman were those present. Teubner took the first lap, closely pressed by Hart, who went in front on the second circuit. The others were hanging on close. In the third round Teubner passed out of the running, and Willis occupied second place. Hart continued to gain and finished half a lap ahead of Willis, while Bernard was third.

It was getting late now, being after six o'clock, and it was evident that part of the day's program would have to go over. Six came out for the mile championship, Stauder, Hart, Teubner, Taylor, Bernard and Constant. Bernard led over the line, and as Hart shot ahead, as if fired from a 16 inch gun, the field sorted out in mad pursuit. On the far side of the lower turn Stauder got lost in the dust and rammed the inner fence. His machine was smashed and he had a bone in his left hand broken and his forehead cut by his goggles. A rail and post were torn out of the fence. It was the one accident of the day. Meanwhile Hart was tearing off space at a mad clip and gained steadily on Teubner, who was closest to him. That wild reckless dash was a bit too much for the others, and their hesitancy to imitate it enabled Hart to pile up a lead which grew to 50 yards at the finish. Teubner and Bernard had a pretty fight for second, the latter getting the place by a wheel. Hart's time was 56⅕ seconds, wonderful time considering the poor condition of the track. The other events were postponed to the following day, on account of darkness.

About the only redeeming feature of the first day's meet was the racing itself, for



THE F. A. M. RACES AT FORT



E TRACK, JULY 14-15



THE F. A. M. RACES AT FORT ERIE TRACK, JULY 14-15



THE INDIAN STARS—CONSTANT, BALKE, HASHA, HART



THE TIRE MEN—DIAMOND, U. S. AND CONTINENTAL-ERIE

the arrangements were positively rank. It was started on very good authority and later confirmed by one in a position to know, that the Buffalo Motorcycle Club, to whom sanction to conduct the races was issued, had turned everything over to a couple of promoters for 50 per cent. of the gate. There was good reason to believe this, for the first day there were no programs, save those printed in local newspapers, and from the sale of which newsboys reaped a harvest. A band also was conspicuous by its absence, and the press was utterly ignored, which explains why no Associated Press reports were sent out through the country. The track was fit for riding only for a narrow strip near the pole, and on the day before the races was in such bad condition that Chairman Thornley had to plead with the track owners to make an effort to do something to prevent a general slaughter. At one time he threatened to call the races off on account of the track, and it was said that the club had nothing more than a verbal contract with the track owners and could not hold them to their promise. The local officials who were appointed were notable, either for their absence or their uselessness, for the most part, for many of them seemed to be extremely anxious to get in the limelight and stay there, and the real work of conducting the meet was largely done by outsiders. There are a few local men, however, who rendered valuable assistance and deserve credit for it.

Second Day—Saturday, 15th.

Constant still led for the national championship at the close of Friday's racing, the 10 mile having netted him more points than Hart received for winning the mile. The two unfinished events of Friday were run first. The speed party commenced with the staging of the 15 mile event for belt machines. Four started, including Hart on the new "7" Indian, with flat belt. It could lump along some, too, as the others found out when they went after him. Bernard was the chief aggressor for a time, but Hart soon shook him. The others found themselves in too fast company also, and it was not long before Hart was riding rings around them—lapping them, in other words. The lapping commenced in the fifth mile and continued to the finish of the course. Bernard retired in the eleventh mile, after having been lapped. Hart succeeded in lapping all, save Taylor, on the Emblem, who managed to keep on the same round with the New Yorker. Hart won by three-quarters of a lap, and Taylor beat Constant by one and one-quarter laps.

Because of the big program and the short time available several of the races were cut by mutual agreement, in order to clean up the card. An earlier start also was made on Saturday, the first race being called at 2 p. m. The 25 mile professional was cut to 10 miles. Two three mile heats were run, the winners being Hasha, Indian, and Graves, Merkel. These, with Wickwire and Balke, Indians, started in the final, 10 miles to go. Everybody took a turn at mixing things. Hasha began it, and Graves chased him, followed by Balke. Hasha stayed in front, but Graves was doing some phenomenal work. In the fourth lap Graves slowed and two laps later Balke passed him. Graves seemed done for, but he "came back" in the next lap and caught Balke, whose machine went bad. Hasha already had the race won by a quarter lap, and Graves beat Wickwire out for second.

The 10 mile stripped stock for trade riders, 61 cubic inches, gave off action all the way when the touchoff was made. Willis, Indian, started something and Hart piled after him. They changed places in the third lap, Hart going strong as usual. Anderson went down in the fourth lap, but got up unhurt. The race now had settled down to Hart and Willis. It was a corker, both men seesawing and running neck and neck. Something happened to Willis in the eighth mile and he "cashed in," leaving Hart to finish two laps ahead of the field. Constant, who had stopped for gasoline, was second. No others finished.

Six men wanted the handsome Standard Welding cup, valued at $150. The original distance, 25 miles, was cut to 15, but it was exciting all the way. Hart and Sill, the latter on a Merkel, speedily found that both could run away from the others and they did it. Once by themselves they fought it out for the bone. Hart finally decided it was time to clinch things, so he started to shake Sill and left him three-quarters of a lap behind at the finish. Constant was third.

There was a long delay before the next race, 10 miles, trade riders, 61 cubic inches, was started. Just before this there was an intermission, so that the delay was unnecessary. Fate played pranks in this race again. Teubner, Constant and Hart were the principals. Teubner took the lead early and not only held it, but gained steadily. Hart at last seemed due for a good licking. Constant caused a flurry in the sixth lap by hitting the fence, when his tire rolled off on the lower turn. He was unhurt. Pretty soon Teubner began to fly the distress signal. He slowed, and lost ground steadily, his engine missing. Hart passed Teubner in the eighth lap and shortly after the latter retired. Thus Hart snatched victory from defeat and won by three-eighths of a mile. Teasdale, Indian, was second, and the consistent Taylor, Emblem, third.

M. J. Graves became a hero in the 5 mile professional, marked down from 15, on account of shortage of daylight. Graves won the race by 100 yards from Hasha after some real classy riding that evoked great admiration. It was said that Hasha had a dragging brake, but nevertheless Graves rode a great race. Wickwire was third, and Balke became a spectator before the finish.

Even the private owners race did not escape the knife, and it was shaved down to three miles. Although such an accom-

plished "private owner" as Boyd Anderson, who had been competing against the stars of the trade class previously during the meet, started, he finished a trailer. R. J. Bishop, of Rochester, won, and Arthur Rowland took second.

Positively the farewell appearance of the professionals for the meet then was announced. The program said they were to go 10 miles, but they only went five. Hasha, Balke and Graves touched off the liveliest fireworks and finished in that order, Hasha an eighth of a mile in front, and Balke leading Graves by 25 feet. The trio scrapped hard all the way, and that the scrapping was warm may be judged from the time, 4:32⅕, the fastest five miles of the meet.

Hart had another runaway in the unknown distance, which was shut off in the fourth mile. Constant was second and Taylor, Emblem, third.

By all odds the feature of Saturday's card, and of the entire meet was the hour championship, which decided the ownership of the Bosch trophy and also the title of American amateur champion. When the race was called 11 riders responded and immediately there was a big squabble. The rule enforced in other races required heats where more than four men started. Some of the riders objected to this, and the referee declined to run the risk of letting 11 men on the track at once. Thereupon the riders appealed to Chairman Thornley and made such a fuss that he called the race off.

There was much disappointment over this, and finally President-elect Hamilton interested himself and brought the riders and the chairman to terms again, so that the latter rescinded his decision. Hamilton's plan was to have two rows of riders about 50 feet apart, and to have all men go slow until around the first turn. This worked out all right, and the start was made without any hitch. In the first mile the field broke up and never again was bunched in more than three or four.

As usual, Hart set the pace from the start and rode at his regular breakneck speed, which soon had him lapping the tailenders. Bernard was hot after Hart, and both were riding with abandon, fairly grazing the rail on the turns at a 54 second clip. All went well until the seventh lap. As Anderson entered the first turn beyond the tape a tire blew off and he was thrown. Right behind, less than 10 feet, was Bernard, who had a slight lead on Hart. Bernard rammed Anderson's machine with terrific force, and was hurled through the air, turning several somersaults and finally dropping on the inner fence rail and then to the ground. His machine also turned several somersaults and vaulted the inner fence into the infield. Hart, by great good luck, had turned out when he saw the dust that Anderson raised and in this way just grazed Bernard's machine. Immediately all was confusion, and the track became filled with reckless and curious ones, unmindful of the dangers to themselves and to the riders. Bernard picked himself up and staggered across the track, where he collapsed but did not lose consciousness.

Meantime, the race went on, and several clear headed ones betook it upon themselves to clear the track of the hare-brained individuals, who persisted in rushing in front of the flying machines. Finally the track was cleared, but the crowd remained on the turn for the remainder of the race, in the expectation of witnessing more accidents, but there were none. Bernard was carried to the hospital in the United States tire car, where he was found to have escaped with nothing worse than bruises and contusions. No bones were broken, and he was able to leave the institution next day. Anderson also was painfully hurt, but did not go to the hospital. Both machines were wrecked.

The accident served to draw some of the recklessness of the riders, but not all, for Hart and one or two others continued their wild riding. Willis pressed Hart hard for a while, and then retired with tire trouble. This, in fact, put out several of Hart's most dangerous rivals. Teubner clung to Hart and finally went into the lead in the 37th lap, when Hart stopped for oil. When Teubner had gained three-quarters of a lap he blew a tire on the lower turn and took a tumble. With him passed the last hope of the Merkel, and thereafter Hart had clear sailing, for he had a big lead on the others, having succeeded in lapping several of them.

Near the finish of his ride Hart came near a spill when a blockheaded newsboy with a bundle of papers calmly walked across the track in front of him. Hart grazed him by inches, and then that newsie was booted off the track in real vigorous fashion. It is quite likely that he is wearing a pillow yet. Toward the last the race grew monotonous, and it was somewhat of a relief when time was called. Hart rode 60⅝ miles in 0:59:27⅕, beating Constant by nearly a lap. Erwin Baker, the Indianapolis long distance specialist, was third. The winning of the hour championship gave Hart possession of the Bosch trophy, with 19 out of a possible 21 points. The standing of the others in the point contest was as follows: Constant, 11; Baker, 3; Bernard, 3; Teubner, 3; Anderson, 3.

The attendance on the first day was between 900 and 1,000, and on the second day about 800. No protests were filed, and aside from the fuss which resulted in calling off the hour race there were no wrangles. However, the utter disorganization of the management and the necessity of the referee of having to draft a staff of officials wherever he could get them at the eleventh hour is likely to result in some radical changes in the conduct of race meets before another national meet is held. Summary:

First Day—Friday, July 14.

Five mile, trade riders, stripped stock, 30½ cubic inches. Two mile heats—First heat won by Frank Hart (Indian); second, Winfield Graham (Merkel); third, H. H. Sill (Merkel). Time, 2:03⅘.—Second heat won by E. Stauder (Indian); second, J. Boyd Anderson (Indian); third, J. U. Constant (Indian). Time, 2:07.—Final, five mile, won by J. Boyd Anderson (Indian); second, E. Stauder (Indian); third, Frank Hart (Indian). Time, 5:02.

Ten mile, national amateur championship, 61 cubic inches. Three mile heats—First heat won by Harvey Bernard (Merkel); second, Dan Willis (Indian); third, E. B. Baker (Indian). Time, 2:52⅘.—Second heat won by Frank Hart (Indian); second, J. Boyd Anderson (Indian); third, L. S. Taylor (Emblem). Time, 2:53.—Third heat won by Winfield Graham (Merkel); second, J. U. Constant (Indian). Time, 2:56.—Final, ten mile, won by J. U. Constant (Indian); second, Frank Hart (Indian); third, J. Boyd Anderson (Indian). Time, 9:29.

Fifteen mile, professional, 61 cubic inches. Five mile heats—First heat won by A. G. Chapple (Merkel); second, E. Hasha (Indian); third, Rex Wickwire (Indian). Time, 4:46⅖.—Second heat won by Charles Balke (Indian); second, Arthur Mitchel (Merkel). Time, 4:58.—Final, fifteen miles, won by E. Hasha (Indian); second, Charles Balke (Indian); third, Arthur Mitchel (Merkel). Time, 13:50.

Ten mile, trade riders, 30½ cubic inches. Three mile heats—First heat won by Dan Willis (Indian); second, Harvey Bernard (Merkel); third, F. L. Valiant (Emblem). Time, 3:11.—Second heat won by E. Stauder (Indian); second, Frank Ollerman (Harley-Davidson); third, L. S. Taylor (Emblem). Time, 3:18.—Third heat won by W. J. Teubner (Merkel); second, Frank Hart (Indian); third, H. H. Huntsbery (Merkel). Time, 3:04⅖.—Final, ten miles, won by Frank Hart (Indian); second, Dan Willis (Indian); third, Harvey Bernard (Merkel). Time, 9:59.

One mile, national amateur championship, 61 cubic inches—Won by Frank Hart (Indian); second, W. J. Teubner (Merkel); third, Harvey Bernard (Merkel). Time, 0:56⅕.

Second Day—Saturday, July 15.

Ten mile, trade riders, stripped stock, 61 cubic inches—Won by Frank Hart (Indian); second, L. S. Taylor (Emblem); third, J. U. Constant (Indian). Time, 14:55⅖.

Ten mile, professional, 61 cubic inches. Three mile heats—First heat won by E. Hasha (Indian); second, Rex Wickwire (Indian); third, Arthur Mitchel (Merkel). Time, 2:52⅖.—Second heat won by M. J. Graves (Merkel); second, Charles Balke (Indian); third, A. G. Chapple (Merkel). Time, 2:51.—Final, ten mile, won by E. Hasha (Indian); second, M. J. Graves (Merkel); third, Rex Wickwire (Indian). Time, 8:57⅖.

Ten mile, trade riders, stripped stock, 61 cubic inches—Won by Frank Hart (Indian); second, J. U. Constant (Indian). Time, 9:35⅕.

Fifteen mile, trade riders, belt drive, 61 cubic inches, for Standard Welding trophy —Won by Frank Hart (Indian); second, second, H. H. Sill (Merkel); third, J. U. Constant (Indian). Time, 15:10⅗.

Ten mile, open, trade riders, 55 cubic inches—Won by Frank Hart (Indian); second, C. S. Teasdale (Indian); third, L. S. Taylor (Emblem). Time, 10:22.

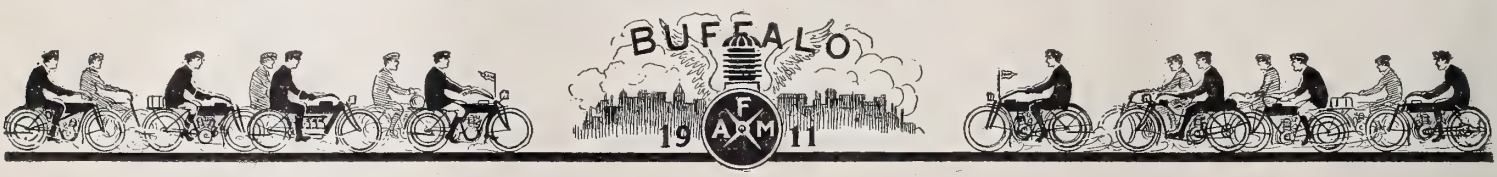
Five mile, professional, 61 cubic inches—Won by M. J. Graves (Merkel); second, E. Hasha (Indian); third, Rex Wickwire (Indian). Time, 4:39⅘.

Three mile, private owners, 30½ cubic inches—Won by R. J. Bishop (Indian); second, J. Boyd Anderson (Indian); third, Arthur Rowland (Indian). Time, 5:51⅘.

One hour, national amateur championship, 61 cubic inches—Won by Frank Hart (Indian); second, J. U. Constant (Indian); third, E. G. Baker (Indian). Distance, 60⅝ miles. Time 59:27⅕.

Five mile professional, 61 cubic inches—Won by E. Hasha (Indian); second, Charles Balke (Indian); third, M. J. Graves (Merkel). Time, 4:32⅕.

Unknown distance, open, amateur—Won by Frank Hart (Indian); second, J. U. Constant (Indian); third, L. S. Taylor (Emblem). Distance, four miles. Time, 3:47.



How They Frolicked and "Worked" at Buffalo

After the Eastern tourists checked in at the Iroquois Hotel in Buffalo they fell in behind the United States tire car and paraded up Main street to the company's local branch, where Manager O. S. Johnson extended the glad hand. Another photograph was taken here, and then Johnson led the way to an inviting rathskeller. After the visitors has clinched with soap, water and towels for a few rounds, they "went below" to find tables round and tables square, tables long and tables short, but all tables loaded with good things awaiting them. The way the contents of the platters and steins slid down dry and hungry throats was a caution, but there were no Oliver Twist regulations and every one was urged to gorge himself. On the last lap after nearly every one had lighted a smoke-stick and was doing his share to Pittsburg the room, Tourmaster Swenson called for three cheers for the United States Tire Co. They were given with a will, and then he called for three more and a tiger for Host Johnson. Again a deafening roar crashed through the room and cries of "Speech!" "Speech!" went up, but Johnson refused to qualify. About 55 riders participated in the post-tour "feed."

On Thursday evening, 13th inst., the visiting representatives of the motorcycle and accessories trades were tendered a banquet at the Iroquois by the local tradesmen, and a splendid repast was served. Toasts were responded to by W. G. Schack, president of the Emblem Mfg. Co.; Hon. John Sayles, Secretary to the Mayor; the Chief of Police; Hon. John Henry, County Sheriff; Fred I. Willis, Hearsey-Willis Co.; G. H. Hamilton, Continental Rubber Works Co.; A. B. Coffman, Consolidated Mfg. Co.; W. O. Seelye, United Stataes Tire Co., and J. Leo Sauer, editor of Motorcycle Illustrated. About 440 were present, including the following: Walter Davidson, Arthur Davidson, Harley-Davidson Motor Co.; J. W. Brandt, Troxel Mfg. Co.; R. D. Webster, Eclipse Machine Co.; W. H. Crosby, Crosby Co.; George W. Sherman, Flanders Mfg. Co.; W. J. Surre, Continental Rubber Works Co.; H. Mesinger, H. & F. Mesinger; A. B. Coffman, Consolidated Mfg. Co.; W. G. Schack, Emblem Mfg. Co.; F. I. Willis, Hearsey-Willis Co.; G. H. Hamilton, Continental Rubber Works Co.; Hon. John Sayles; Hon. John Henry; W. O. Seelye, U. S. Tire Co.; J. Leo Sauer, Motorcycle Illustrated; M. C. Stokes, U. S. Tire Co.; S. A. Falor, Goodyear Tire & Rubber Co.; J. F. Merkel, Merkel-Light Motor Co.; F. B. Hait, Reading Standard Co.; George Wagner, Wagner Motorcycle Co.; W. W. Totman, Whitney Mfg. Co.; E. C. Kicher, N. S. U. Motor Co.; A. H. Bartsch, Bosch Magneto Co.; A. E. Griffith, New Departure Mfg. Co.; A. H. Harrop, Corbin Screw Corporation; W. J. Cameron, Goodyear Tire & Rubber Co.; O. S. Johnson, U. S. Tire Co.; W. C. Chadeayne, Greyhound Motor Works; H. N. Kirk, Excelsior Supply Co.; W. C. Eccles, Persons Mfg. Co.; H. T. Roberts, Aurora Automatic Machinery Co.; J. C. Ferguson, Eclipse Machine Co.; Joseph Goodman and C. D. Wight, Bicycling World and Motorcycle Review; L. K. Quayle, Standard Welding Co.; F. J. Weschler, Hendee Mfg. Co.; J. F. Cox, Pope Mfg. Co.; F. H. Heitger, Heitger Carburetter Co.; S. T. Kellogg, Excelsior Supply Co.; R. S. Morton, Reading Standard Co.; C. L. Waters, Marvel Motorcycle Co.; F. C. Cornish, Consolidated Mfg. Co.; H. C. Krimmel, B. F. Goodrich Co.; W. O. Johnson, Pierce Cycle Co.

Over 250 motorcyclists gathered at the McKinley monument in Buffalo, on Friday morning, 14th inst., for the annual F. A. M. photograph. Lined up in solid phalanx the machines reached half way round the square, while their owners effaced a very large portion of the monument itself when they clambered on it and around it to face the cameras. The Pierce riders naturally were out in force to uphold local prestige and made the largest showing, something over 70 being present, according to Manager Johnson. The Harley-Davidson family joined hands 46 strong, and the Indian tribe, although well scattered, was on hand in large numbers. The turnout, the largest ever seen in Buffalo, attracted considerable attention and a large crowd gathered to take in the proceedings. After the photograph the riders, headed by a police escort, paraded through the principal streets and took a run through the parks.

Unquestionably the largest gathering of motorcyclists ever held in this country packed into Convention Hall in Buffalo on Friday night, 14th inst., for the smoker tendered the F. A. M. members by the Buffalo Motorcycle Club. Fully 1,000 persons were present, and while not all of them were motorcyclists, a large majority were. In the center of the hall a "squared circle" had been erected on a platform, indicative of the nature of the evening's entertainment, or one portion of it at any rate. During the evening six bouts were put on and stimulated the spectators to great hilarity. Three knock-outs, a draw and a decision on a foul were the results. In the last number five Italians fought a battle royal, which was highly ludicrous. The guests were seated at long tables, well laden with all the necessaries for a "smoker feed," with the necessary finish—the corncob pipe, tobacco and Buffalo Motorcycle Club "gasoline." During the evening J. Leo Sauer, in behalf of the delegates, presented retiring President Willis with a handsome Masonic diamond ring. The recipient made a fitting response, interspersed with a bit of timely humor that took quite spontaneously.

As might have been expected, the assembling of riders at the McKinley monument on Friday morning, for a photograph, followed by a run through Buffalo parks, knocked the underpinning from the adjourned business meeting, which was scheduled to reconvene immediately the photograph was taken. No quorum of delegates materialized, and as the races occupied the afternoon, the meeting was postponed until the evening. At the big smoker held at



LUNCHEON TENDERED TO THE VISITING TRADE BY HON. JOHN HENRY

Convention Hall Friday night, the delegates were requested to remain after the entertainment, to wind up the business of the national assembly.

About 12:30 a. m. Saturday morning, after the crowd had left the hall, President Willis called the meeting to order on the stage of the auditorium. About 40 were present. The first business to come before the meeting was the petition of Fred Voelker, of New York, who turned professional last year, to be reinstated as an amateur. J. Leo Sauer, who presented the petition, spoke in favor of it, as did Chairman Thornley, who stated the facts in the case, and Voelker was unanimously reinstated. G. C. Harwood, of Marion, Ind., likewise petitioned to be reinstated in the amateur class, and good words were said in his behalf by Messrs. Willis, Hamilton, Thornley and Sauer. He was reinstated by unanimous vote.

Chairman Thornley then took the floor and spoke of the needed changes in the competition rules. He was willing that most of the revision be left until later but urged immediate action on a motion that he be authorized to collect $5 additional on sanctions as compensation for referees, guaranteeing them their fee upon the filing of their reports. R. S. Morton moved an amendment that the president appoint a committee of seven to recommend to the board of directors changes in the competition rules, these recommendations to be passed on by the board. The motion was not seconded. G. H. Hamilton recommended that all of the competition rules be revised.

After much discussion, mostly adverse, Chairman Thornley withdrew his motion and offered a substitute amendment that the competition rules revision committee be empowered to revise the rules as they see fit and that they recommend these changes to the board of directors, the latter to accept or reject such recommendations by a mail vote. C. A. Mariani offered an amendment to this motion that this committee consist of seven men, two of which shall be trade riders, in order to give riders representation in the making of the rules. J. Lee Sauer offered another amendment that this revision committee be composed of 10 members, to include three representatives of motorcycle manufacturers in lieu of trade riders. Both Messrs. Thornley and Mariani accepted Sauer's amendment. On a vote this motion was carried unanimously.

Chairman Thornley then moved that it be the sense of the meeting that the chairman of the competition committee be empowered to collect $5 extra with all sanction fees as a referee's fee. There will be no increase in sanction fees. The referee's fee is to be paid him upon the filing of his report of a contest. The motion was carried unanimously.

Once more the chairman took the floor. This time he moved that it be the sense of the meeting that trade riders and private owners be restricted to riding within an area of 50 miles of their homes, except at national or district meets. On discussion this was amended to read 100 miles instead of 50. On debate the sentiment seemed adverse and the motion was withdrawn.

The question of restricting events for belt drive machines then was taken up. Several spoke in favor of restricted events for belt drive, among them W. H. Snyder, of Columbus, O., who said that it had been conclusively proven that of two machines of the same size, one chain drive and the other belt, the chain-driven was several seconds faster to the mile. F. B. Hart was opposed to asking any concessions from chain drive machines and favored meeting them in open competition. There was much discussion on this score and finally the meeting recommended that in all programmed meets, one out of five events be restricted to belt drive machines.

The committee on competition rules revision is composed of the following: G. H. Hamilton, J. F. Merkel, Oscar Hedstrom, F. B. Hart, J. P. Thornley, J. Leo Sauer, J. J. O'Connor, H. T. Roberts, R. S. Morton and L. J. Berger. Owing to the lateness of the hour, a majority of those present were not keen for further business and the closing obsequies were begun.

Chairman Thornley moved that the president of the F. A. M. make suitable recognition to the Buffalo Motorcycle Club, the city officials, business men and all who had to do with the success of the meet, of the appreciation of the F. A. M., and to extend to them a vote of thanks in its behalf and to have drafted engrossed resolutions to that effect and to transmit copies of them to the club and the city officials.

President Willis expressed appreciation and conveyed his thanks to the meeting for the courteous treatment accorded him during his incumbency of the presidency.



THE ANNUAL F. A. M. PHOTOGRAPH, TAKEN IN FRONT OF M'KINLEY MONUMENT, BUFFALO

Chairman Thornley called for three cheers for President Willis, and they were given with a will. The meeting adjourned sine die at 1:30 a. m.

More souvenirs were distributed during the week than ever before at a national meet. By far the most timely and the most sought after were the Goodyear "blue streak" four-in-hand ties. These were white with a narrow blue stripe down the center and had the Goodyear trade mark stamped on one end. Then there were the Yale Mexican white sombreros and jockey caps of red, white and blue. The Corbin brake people passed out pocket knives, while the New Departure folks offered a new departure in souvenirs, in the form of a rabbit's foot watch fob. It was not represented that the bunnies were potted in a graveyard by moonlight, which is supposed to bring prosperity to the wearer. At Hartford, the United States Tire Co. had some Hartford tire fobs. The Goodrich tire folks gave out orange pennants, and in the registration room at the Iroquois, the Buffalo Motorcycle Club gave out a regular sack full of "dry goods." This prize package included the official program, an official badge, a big red "boost Buffalo" pin, tickets for the smoker and the boat ride on the lake and a Splitdorf route book.

Although the United States tire crew came in for much good natured persiflage through having to abandon the car they started out in the first day, they had the last laugh and the best one, too, for the Pierce-Arrow, secured at Hartford, went through the rest of the trip and the hardest part at that, without a forced stop of any kind. It was a much more comfortable and easier riding car than the one which started out from New York. Good fortune smiled twice on the tire crowd in Hartford, for they also changed drivers as well as cars, and profited by the change. In Fred Vincent they found one of those rare jewels among drivers; who was a gentleman, who saw and heard nothing that went on about him, and knew how to make time without either abusing the car, punishing the passengers or taking chances, and he was ever willing and obliging. It was with sincere regret that all hands said good bye to Vincent at Buffalo.

It was very amusing to see Hart and his friends lugging his cups and other prizes to the train Saturday night. The big cups swelled the grips almost to the bursting point. When Hart got in the sleeper he laid his cups in a row along the inside edge of his bunk and then stretched out alongside. This was standing guard over treasure with a vengeance, for he would not trust them out of his sight for an instant.



START OF THE PARADE, FRIDAY MORNING

From the Pacific to the Atlantic in Record Time

Bronzed, bruised and very, very tired, but still "shooting on both cylinders," both as to himself and his machine, Volney E. Davis, of San Francisco, Cal., the veteran motorcycle transcontinentalist, chugged into New York City on Sunday afternoon, 16th inst., 20 days and some hours out from the Golden Gate. Davis, of course, has the cross continent motorcycle record now



VOLNEY E. DAVIS, THE TRANSCONTINENTAL TOURIST

to his credit, for he literally slashed the old record made by L. J. Mueller, of Cleveland, Ohio, five years ago. Davis crossed in 20 days, nine hours and one minute, lopping off 11 days, six hours and 11 minutes from the old record. Mueller's time was 31 days, 15 hours and 12 minutes.

Davis, who has had the experience gained from two previous ocean-to-ocean jaunts, conceived the idea of going after the record this year and left San Francisco on June 26 at 12:20 a. m. He reached New York City at 12:21 p. m. on Sunday, 16th, having covered 3,745 miles, an average of over 178 miles a day. Near Yonkers the record breaker was met by A. J. Rochow, captain of the Invincible Motorcycle Club, of Brooklyn, who escorted him into the city. His greatest day's run was 289 miles, on July 8, from North Platte, Neb., to Grinnell, Ia., and strangely enough his shortest run was made within the same week. On July 2, he whittled off 49 miles between Granger and Rock Springs, Wyo.

While the day still was very young, in fact, only 20 minutes old, Davis turned the nose of his "7" Indian toward New York shortly after midnight on the morning of Monday, June 26, and after au revoir was said, started on his Golden Gate to Hell Gate trip, escorted by members of the San Francisco Motorcycle Club, of which he is captain. Ahead of him were two other riders, Paul Kottlowski, on a Thor IV, and W. C. Beaman, on a "7" Indian, also New York bound and having a lead of nine and eight days, respectively. In fact, Davis started out with Kottlowski and went as far as Reno to size up the roads, and while returning met Beaman, who had been having his troubles with bad roads. With all three men bound East the expeditions resolved into a race.

On the first day out Davis struck good roads for 200 miles and did no loafing on the double century leg of the run. While the East was dissolving under the terrific heat, Davis was battling with snow in the Sierra Nevada range. He crossed the summit of the range at an elevation of nearly 6,000 feet, and in the afternoon struck bad roads, so bad that he only made 56 miles. His total mileage for the day was 256 miles, stopping for the night at Glenbrook, Nev.

He invariably started out early in the morning, so early, in fact, that he was unable to get breakfast until he had ridden for several hours, so that folks had a chance to get about for the day. Tuesday, June 27, the second day, was a hard one, and he made 163 miles, stopping for the night at Oreana and still in Nevada. Before reaching Reno Davis tackled the savage Kingsbury grade, which is six miles long. It is very steep in place, with deep sand most of the way, and has many sharp turns. This was the hardest stretch of the whole trip and put the machine to a terrific strain. After getting over Kingsbury, Davis found fair going to Reno, where he stayed over for 2½ hours—not to be de-wedded, however.

From Reno to Hazen a fair wagon road was found, but after leaving Hazen the railroad ties were preferable, and these were followed to Lovelock. Beyond Lovelock, Davis got stuck in the sand and had to work his way back to the railroad, which he then followed to Oreana. Upon arriving here he determined to stop for the night, but had considerable difficulty in carrying out his desires, for his money did not look good to the natives, and they were loath to take him in. There is no hotel or post office here, simply three or four houses occupied by railroad men, and finally he succeeded in inducing one of these families to give him shelter.

It is not every one who can boast of having slept at the "White House," but Davis is one of those who can. It was not at the Presidential mansion at Washington, however, that the overland traveler slumbered, but at a ranch house bearing that imposing title, on the third night out, June 28. Davis made 159 miles that day, riding the last seven or eight miles in the dark and was forced to stop at the ranch, as it was impossible to make the next town that night. This ranch was on the wagon road, half way between Battle Mountain and Carlin, Nev. During the day the roads from Winnemucca to Golconda were found good, but after leaving the latter place the going became "fierce" to Battle Mountain, and then still worse to the "White House" ranch. Davis lost portions of his luggage

three times during the day and rode 20 miles extra in going back for it after he discovered his loss. What caused Davis the most worry, however, was the mosquitoes. They were as large as—well, he would not say, because people would not believe it, but he actually was afraid of them. While he was riding he could shake them, but whenever he stopped they attacked him in myriads, and so vicious were these attacks that he says any one caught in the open all night would in all probability die from the onslaughts of the insects.

Thursday, June 29, the fourth day out, was hard luck day. The day's run was from the White House ranch to Montello, still in Nevada, 167 miles. From the White House to Carlin he followed the wagon road and walked the last half mile into Carlin, having run out of gasoline. From Elko to Halleck he got on the wagon road again and followed it beyond Halleck until near Deeth. Then it was back to the railroad tire for the rest of the day. Thanks to good ballasting, riding on the ties was fair. Having previously banged and dented his muffler in lifting his machine over switches and ditches, and finding his engine becoming overheated from the hard going, Davis removed the muffler and threw it away near Halleck. Just outside Montello he was stalled at a railroad crossing and had to wait for a long freight on an up grade to pass.

More hard luck on Friday, June 30. Of course, for it was Friday. The day's run was 99 miles, and Promontory Point, Utah, was the night stop. Rain came down in sheets all morning, having six-cylindered over from the night before. Rain does not feaze Davis, however, and he started out without regard for it, but before his engine was really hot he had a fouled magneto and had to return. After waiting for an hour and a half he restarted, the rain having let up somewhat, but still coming down in a drizzle. Two hours later the sun came out. However, J. P. was not through his scrubbing for the day, and evidently was only taking a breathing spell. About two miles outside Newfoundland, Utah—in the land of the Mormons now—a big thunderstorm came up suddenly, and the rain came down cats and dogs.

Davis now was riding the ties, but the dirt ballast between them was so sticky that the wheels sank in and got clogged with mud, so that they would not turn. He had to drag the machine quite a long ways here, for it was impossible to ride, and the exertion well nigh exhausted him. After the storm passed the sun came out again in a sort of taunting fashion, and the lone traveler struggled along to Lakeside, where the Lucin trestle over Great Salt Lake begins. The first five miles of this trestle the ballast is frightfully rough, being composed of rocks as big as watermelons thrown promiscuously among the ties and not sorted or level in any kind of fashion. After being well nigh shaken to pieces for this five miles, Davis struck better going, where the ballasting was smoother, being filled in with gravel. This good stretch lasted for 10 miles and then came a recurrence of the first pounding and hammering over the rough stuff. Davis compares this stretch to riding through a cemetery blindfolded. Finally he made Promontory Point, with seven miles of the trestle still before him, but it was so rough and dangerous that he was afraid to risk it in the dark and lay over for the night.

The next morning, July 1, which was a Saturday, Davis finished the seven miles of trestle and then had a good road into Salt Lake City, a run of 60 miles. The spires of the Mormon capital loomed up shortly after noon, and Davis checked in at the Indian agency at 2 p. m. He decided to remain for the rest of the day to overhaul his machine after the punishment it had received and to prepare it for more to come.

Freshened by his rest of the previous day, Davis left Salt Lake City Sunday morning and made Granger, Wyo., 201 miles, that night. After leaving Salt Lake City he went through Farley's Canyon, where some beautiful scenery unfolded itself to the eye of the traveler, and he had sufficient artistic temperament to appreciate it. Early in the morning there was frost on the ground, and it was quite cold, but at 10 o'clock the other extreme prevailed, and it was scorching hot. Park City, Coalville and Evanston, all small places, flitted by rapidly. Beyond Evanston Davis received wrong directions and went 10 miles out of his way. As if this getting off the road were not enough he also had to cross several irrigating ditches, where the machine sank deep in the mud and had to be dragged out. On one occasion it sank to the cylinder heads, solemnly avers Davis. After much struggling he finally got back on the right road and reached Carter and from here followed the irons to Granger, riding the last 10 miles in the dark over a very rough stretch of ties.

The munificent total of 49 miles on Monday, July 3, is significant of the kind of going which was encountered. And this 49 miles represented a continuous struggle every inch of the way. All day long the going was terrific, and Davis pushed the machine at least eight miles. That night he stopped at Rock Springs, Wyo., thoroughly exhausted. It was the night before the Fourth, and the town was filled with cowboys gaily bedecked with pink or pale blue silk shirts and silk handkerchiefs with red "chaps" on their legs. There was high carnival going on, but Davis was much too tired to take much interest in the fandangoes. Riding on railroad ties again was the order of the day on July 4. It was not exactly a safe and sane Fourth for Davis, for he had many falls. From Rock Springs he followed the railroad to Wamsutter, and then switched off to a fair dirt road that brought him to Ft. Steele. Beyond the Fort the going again became "fierce," and he lost the road, going eight miles out of his way. From Point of Rocks to Wamsutter the railroad was almost unridable, and he had about 15 falls. The ties were so rough that it was necessary to ride on the edge of the embankment and many times he went down the bank. That night he stayed at Walcott, having sliced off 144 miles during the day.

On July 5 Davis had his troubles with streams and irrigation ditches. He was unable to ford many of the streams in the vicinity of Laramie, Wyo., and had to travel many extra miles. When he came to a stream that he could not ford he would go back to the railroad and ride it until he had crossed the stream, and then strike back on the wagon road. The shallow streams he of course could wade or ride through. From Laramie to Cheyenne the road went up over the summit of the Rocky Mountains, attaining an elevation of 9,000 feet, the highest point reached on the trip. Then the road sloped down the east flank of the range. Davis covered the 60 miles betweeen Laramie and Cheyenne in the record time of 1½ hours, and 166 miles that day.

At Laramie Davis passed a couple of Harley-Davidson riders, who had started from Fresno, Cal., and were crossing this broad land also, but in more leisurely fashion. Their lips were swollen, and they were much weatherworn and otherwise looked the worse for wear. They were delayed waiting for a rim to replace one smashed by a fall.

At Cheyenne Davis was lionized by the local riders, who did everything they could for him. Wilson Bros., local dealers, took his machine in charge and cleaned it up. He was met 10 miles out by O. E. Fisher, a local rider, who played host for the night and next morning rode out 10 miles with his guest.

When Davis knocked off riding for the day on July 6 he was 254 miles nearer New York than he was that morning when he left Cheyenne. He put up for the night at North Platte, Neb. The roads were fair at the start, but soon deep ruts and sand were encountered, and he took to his old friend, the railroad. There were two stops during the day to remove carbon which got under the exhaust valves. Taking the wrong road twice represented 15 miles extra traveling. Near Brule, Neb., he met an automobile party, who were much incensed over the conditions of the roads, which were making four wheel motoring anything but pleasant. Being low on oil Davis was able to procure a pint from the motorists, and they declined to take any compensation. Later in the day he almost got his name in the papers and a bunk in the hospital, if nothing worse. While riding over a rutty stretch of road he met an automobile coming towards him, and as it swung out to pass, one end slewed around and just grazed him. Since leaving Reno he had followed the tire tracks of Beaman, one of the riders whom he was endeavoring to overtake, and now the tracks, which he recognized by the tread

marks, were fresher, indicating that Beaman was not so far ahead.

Friday, July 7, was another good day. The seven apparently overbalanced the Friday hoodoo. At any rate Davis reeled off 285 miles that day. While it was not the longest day's run, it was the most meritorious, for it was made over harder roads than those encountered on the longest day's run. Some of he roads were very sandy, and some were real good. Losing the road once added 12 non-productive miles to his total. Of course, he tried the railroad ties again for a while, just to be consistent. At Grand Island, Neb., Davis left a store in such a hurry that he also left a pair of gloves behind him. His departure was not enforced, but simply accelerated by his relentless desire to save time. During the entire trip he lost three pairs of gloves by going off in a hurry. At Grand Island he also replaced a broken head ball cup, with which he came in taped to hold the balls in after it had cracked. The night stop was at North Bend, Neb.

Seventy-six miles before breakfast and 289 miles for the day, a new high record, were some of Davis's accomplishments on Saturday, July 8. He started from North Bend, Neb., very early in the morning and did not stop for breakfast until he reached Omaha. He stayed here three hours having the machine cleaned and adjusted and received another royal welcome from the local riders. The roads were good most of the day, the only bad stretch being through Council Bluffs, Ia. After the engine had been cleaned and adjusted it ran as sweetly and smoothly as an electric motor and fairly romped up the numerous hills, some of them good and stiff, too.

It may have been because he did not observe the Sabbath by laying up, or just because, but at any rate, Sunday, July 9, was a bad day for the record breaker, a very bad day, indeed. He had breakfast in Marengo, Ia., and made good time for a couple of hours when something happened. Davis swears that he has no recollection of a spill, but be that as it may, he came to by the roadside, after a two hour visit to dreamland and the visit was not at all enjoyable. It seems that he was crossing a culvert at high speed, where there was a depression of six inches in the road. He knows no more except that, as he was coming to, an automobile party came up, having been told by a woman that she had passed a motorcyclist lying dead up the road, an hour or so before. They were surprised and glad to find that he still was alive and kicking, but badly bruised and shaken up.

One wheel was smashed, and Davis started to rebuild it with some spare spokes which he had with him. While he was doing this it commenced to rain, but he stuck to his task. The automobile party, being rather skeptical of the woman's story that the man was dead, had thoughtfully brought some food along, thinking that he might be able to eat it, and he just stowed it away like a hungry wolf. When he had completed the rebuilding of the wheel Davis was drenched and aching in every bone, but still had his nerve with him. He did not have quite enough spokes to make a complete wheel, and the rim was somewhat dimished, but he managed to whip the wheel into riding shape. Then he plunged into the famous and vicious Iowa gumbo and rode, and slid, and skidded, and sprawled until he reached the Weiss ranch, where he was forced to stop for the night, being completely exhausted. He made 102 miles that day.

Although still very sore, Davis was a bit fresher in the morning, after a good night's rest, and again took to the saddle. It was another hard day, and he only made 56 miles, putting up for the night at De Witt, still in the Gumbo State. At Davenport he stopped over for seven hours to have his machine cleaned and repaired. During the day he got another soaking in the rain, and when it finally eased off, it still threatened more later on. The more came that night, when Davis was under cover. One of the tedious events of the day was when he sheared off the key of his engine sprocket and had to fit another by smoothing it off on a whetstone, which he borrowed at a farmhouse. It appears that files had a faculty of juggling out of the tool box, and when Davis needed one he did not have it. Hence the whetstone, which is slow speed filing.

The hardest part of the trip was over on July 11, when Davis rolled into Chicago, after a day's run of 198 miles, for from there on he struck good roads. The rain during the night, while he was at De Witt, had made the roads muddy, naturally, and for 23 miles out or until he reached Lyons he battled with gumbo. At Lyons he stopped for breakfast. Here he Washingtoned across the Mississippi to Fulton, Ill., and found the mud worse than ever. Being sore in many spots from bruises, whenever he went down on a wound it stung like a lash, but he gritted his teeth and plunged on. Many of his falls were due to taking chances in his anxiety to make time on the bad roads. After 75 miles of mud plugging the roads became dryer but very rough. Better roads loomed up as he neared Chicago, and it was with a real sigh of relief that he rolled into the city.

Somewhat refreshed and with his machine again full of fight after being cleaned and groomed, Davis sallied forth from Chicago on July 12. Rough roads were encountered to South Bend, and from there to Butler, Ind., sand was encountered. Davis sustained many falls in the sand, and once was painfully hurt when he fell on his machine and half an inch gouged out of his knee by a sprocket, the engine continuing to run after the fall. When Davis rolled into Butler, 201 miles from Chicago, he was pretty well used up and quite content to call it a day's work.

Double century runs now became quite regular, and July 13 saw 262 miles between Butler, Ind., and Ashtabula, Ohio, ripped off. The weather was cloudy and at times rain sprinkled, but Davis minded it not. From Butler to Toledo the roads were poor, but improved toward Cleveland and from there to Ashtabula were like park boulevards, until the fringe of the city was reached, when a stretch of deep sand was encountered. At Cleveland Davis stopped with Louis Mueller, whose record he was breaking, and put on a new front exhaust pipe to replace the one which was pretty well dented by falls and flying stones. Three spills were the casualties for the day, and they embraced a bent pedal crank, the burning of Davis' hand by touching a hot exhaust pipe and having his breath knocked out.

On Friday, July 14, Davis entered New York State, the State which would mark the finish of his record run. Leaving Ashtabula he plowed along, making good time over fine roads and stopped at Erie, Pa., for two hours, where he overhauled his machine at Le Jeal's shop. He had his first and only tire trouble of the trip this day, and it came in bunches, consisting of one puncture and one pinch. However, he escaped with only one spill, and that a mild one, so there was some compensation for the tire trouble. In fact, this was the best way of the trip, as regards spills. He rode 14 miles before breakfast. Davis passed through Buffalo, where the F. A. M. meet was in progress, in the afternoon and stopped an hour for lunch and to have his machine loaded at Neal, Clark and Neal's, but few of the riders knew of his visit until after he had gone, as most of them were attending the races at Fort Erie. It was a great disappointment to Davis that he could not stay over for the races, but his schedule would not permit this loss of time. He spent the night in Rochester, making a day's run of 227 miles.

On the last stages of his trip, and despite his weakened condition, Davis was putting on the high pressure and making big daily runs. On the next to the last day he rode from Rochester to Albany, 259 miles. Leaving Rochester a thunderstorm, accompanied by strong lightning, escorted him out of the city. The roads were good for the most, so that the rain did not make the riding bad, but pools of water in the roads were swept dry and flung to each side in sheets by the onslaught of the machine. In a few spots, where the roads were undergoing repair, the rain had rendered them very muddy and slippery. At Syracuse Davis stopped for an early lunch and said "How'dy" to a few of the local riders whom he chanced to meet.

Good roads to Little Falls were the order, and here the rain caught him, or rather he caught it again. Continuing on, he found good roads to St. Johnsville, but here a long stretch was under repair, so he crossed the river to Fort Plain, where the going was better. Later he crossed back again, only to strike a poor stretch to Amsterdam and Schenectady. Upon reach-

ing the latter place Davis experienced an "all in" sensation, which, by the way, was not at all new to him, and thought he would have to stop over. However, he gathered himself together, and when he struck the straight, smooth roller coaster stretch into Albany it seemed to revive him, and his spirits brightened. He stayed over night in Albany, his last night on the road.

It was an easy run—the last day's run from Albany down the Hudson to New York City. That is, it looked easy on paper, only 148 miles, and State roads most of the way. However, everything proved not as easy as it seemed. Leaving Albany the weather was cloudy and a light rain fell, which, of course, made the roads muddy and slippery, especially in sheltered places in the mountains, where the sun does not break through to dry up the water. In places, bad going was encountered, due to roads being torn up, but the State roads, where open, were found quite good.

Even on the last day Davis started without any breakfast and rode to Hudson, about 30 miles, before he decided to stop and have some. Then he found that he could not get it, for it was early Sunday morning and folks in that section were not yet awake, at least not sufficiently so to serve a stranger. So the weary traveler went on to the next town, with similar luck, and finally, after repeated failures, was obliged to continue to Poughkeepsie, 77 miles down, before he could get anything to eat.

In the muddy patches he had three hard falls, one of them on an old sore on his left leg, which set a few nerves working overtime for a bit. At Yonkers Davis picked up company in Arthur Rochow, and immediately after crossing the city line, at 242d street and Broadway, Davis stopped and had his book signed by six people. He then continued down to City Hall Park, where he was photographed and interviewed by a reporter. After the curious New York—which can be gathered anywhere, at any time, by simply pointing one's finger in the air and looking up—had looked him over and craned its neck to catch every word that was said, Rochow took Davis over to Brooklyn as his guest for the night.

Davis brought with him a letter from Mayor McCarthy of San Francisco, addressed to Mayor Gaynor of New York. When Davis called on Monday the mayor was at lunch, and as he did not care about waiting he left the message with the mayor's secretary. While his gross time was 20 days, 12 hours and 1 minute, there is a difference of three hours time between New York and San Franciso, which must be deducted, as Davis never had this time to ride in, the time constantly changing as he came east.

He rode a red Indian "7" of 1911 model, with clutch, but without two-speed. The equipment included Bosch magneto, Hedstrom plugs, Renold chains, Brooks saddle, Pierce shock absorber and Morgan & Wright Nobby Tread tires. His machine was fitted with a special three gallon gasoline tank for long runs, especially in the desert, where it was not easy to get fuel. That Davis should have had so little tire trouble—one puncture and one pinch—is remarkable when the punishment he gave his machine and tires is considered. From San Francisco to Chicago he had a three inch nobby tread automobile tire and rim on the rear wheel, and speaks in high terms of the easy riding and wearing qualities of this size. He thinks that it is the ideal equipment for high powered machines and hard traveling.

It will be remembered that he sustained a bad fall near Grinnell, Iowa, which wrecked his rear wheel. At Chicago it was necessary to change the rim, and this of course necessitated taking off the rear tire, which still had Frisco air in it, in fact both of them had. Another three inch rim could not be procured in time, so a regular 2½ inch rim and tire was put on, and he made the rest of the trip with that equipment, although he frankly states that it was not as combortable as the big automobile tire. The front tire still has Frisco air in it and both tires show no rim cut or injury save ordinary wear on the tread.

Chains are another interesting item in such an overland run, and the Renold distinguished itself again. Davis of course started with new chains. He did not break a chain on the entire trip. One short chain was discarded at Cheyenne, Wyo., because two rolls were missing, although the chain was in good condidtion and fit for use. It simply was a precaution. At Chicago another short chain was fitted by way of precaution, although the one discarded showed no indications of dissolution. No long chains were replaced.

Davis's mechanical troubles consisted of broken pedal pins, due to falls, and one broken grip control. He used hosepipe grips, which he considers more flexible than the regular type. At that his hands are swollen and studden with blisters. Not a bit of engine trouble was experienced on the whole trip, one explanation of which is that the engine was groomed and cleaned frequently, so that it invariably was fresher at the start of a day than was its master.

Davis has lots of good words for the Pierce shock absorber, which is made in Los Angeles. He considers it one of the most valuable motorcycle accessories and states that money would not buy it if he could not get another. He did not break either a saddle spring or shock absorber spring and the device shows no wear.

Gasoline prices of course fluctuated, the highest price paid being 55 cents a gallon at Cobre, Nev. Fifty cents a gallon was paid at several places. On good roads Davis averaged 150 miles to a tankful of "gas" and 115 miles on poor roads. The half gallon oil tank required reloading every 125 miles on an average. Light automobile oil is unsuitable and lasts only half as long as Indian oil, according to Davis. The automobile oil is too thin and does not stand the heat. It gets by the rings and burns up in no time.

For a luggage carrier, Davis slung a pair of army saddle bags over a regular Indian carrier. This arrangement looked good but the army goods did not have the stuff in them. The leather was rotten and the stitching gave out, so that finally the contents broke through and were sprinkled along the rode. Once Davis rode seven miles before he discovered the hole in the bag and had to go back. When he went back he found his stuff piled in a nice little heap by the roadside, that is, all but a revolver. He met a rancher coming that way who told him that he had seen some stuff lying back the road a piece. The rancher did not remember seeing a gun, however, but at any rate somebody "saw" it, for Davis never laid eyes on it again.

Only once was Davis put off the railroad, and that was between DeWitt and Chicago. As a rule the section bosses were pretty decent and did not make him take to the road. After a month's rest Davis plans to return to Frisco in a leisurely manner. He passed Kottlowski and Beaman near Buffalo, but they have yet to arrive, at this writing.

Each night Davis mailed post cards to San Francisco and secured signatures of local people in a book which he carried. His experience in procuring these signatures often were amusing, for many cautious people were suspicious and refused to sign any papers that they did not know anything about. This was particularly so on one occasion, in Iowa, where the master of the Weiss ranch absolutely declined to affix his signature to the book, after its purpose was explained to him, although his wife and daughters showed little or no reluctance in doing so.

Davis crossed last year on a "5" Indian coming by the southern route, through Los Angeles, Texas, and up the Mississippi Valley to Chicago, and thence along the lake shore. He of course was not out for a record and was over four months on the way. Last September he started back from New York by the northern route and reached San Francisco late in October, being the first motorcyclist to make the round transcontinental trip and also to have crossed more than once.

Marylanders Not Feazed by "Hot Wave."

The run of the Maryland Motorcycle Club, Baltimore, to Havre de Grace, on Sunday, the 16th inst., notwithstanding the hot weather, was thoroughly enjoyed by the large number who took part. A good refreshing breeze was blowing and the speed made over the newly macadamized 15 mile course near Churchville, made the boys feel glad that they had undertaken the long tour. There were no serious accidents or engine troubles, and the trip was said to be one of the most successful that has been held in some time.



THE INDIAN T. T. TEAM—MOORHOUSE, ALEXANDER, FRANKLIN, DE ROSIER, GODFREY, W. H. WELLS, MANAGER INDIAN LONDON BRANCH, AND MRS. WELLS, STANDING

FIRE AND FLAMES AT TUILERIES

Patterson's Machine a Blazing Comet—Renel Lands Three Firsts—Armstrong Makes Fast Time.

Amid the acclamations of thousands of spectators Georges Renel, the French motorcycle champion, defeated Earl Armstrong by at least a mile and a half in the 25 mile race at the Tuileries last Sunday, 16th inst. In fact, the racer from queenly France took the honors in every event in which he was entered. The feature of the afternoon, however, was the five mile single cylinder race between Glen Boyd, Andy Patterson and Cort Edwards. In the whirling final lap of this race Patterson had an almost miraculous escape from injury when his engine took fire and began blazing in a spectacular flame as he flashed along at cyclonic speed, but, despite their fury, the flames were finally extinguished, with but small damage to the machine. Edwards was the winner. Time, 4:21⅕. The 25 mile twin cylinder match race between Armstrong and Renel was then set before the throng, and for 11 miles the contestants raced wheel to wheel, with never a sign of master until by degrees the machine of the Frenchman slowly began to inch ahead, and when he concluded, his time for the distance was 18:42⅕. leading Armstrong by more than a mile.

In like manner was the third race, the five mile for twin cylinders, won by the resistless Renel, whose time was 3:42⅖. The second over the tape was Boyd; third, Schwartz; fourth, Armstrong, and fifth, Coyburn. In the fourth race, which was a five mile invitation event, for twin cylinder machines, Armstrong, Schwartz and Coyburn were found struggling for supremacy, with the result that Armstrong issued from the grueling with the laurels he just barely succeeded in gaining from the persistent and speedy Schwartz, the latter being almost at his elbow as he crossed the winning string. Time, 3:43.

A storm of wild excitement prevailed in the final event, which was a ten-mile race for twin cylinder machines when in the seventh mile of the mad running, Renel was almost unseated from his machine. The other entrants were Good, Boyd, Armstrang and Schwartz, and the latter escaped by a hairbreadth, when he was forced to ride on the top of the track, where he grazed the wire netting. Despite the time lost by his mishap, the Frenchman once more won out, with Armstrong second and Good third. Boyd, after a short time, retired. Time, 7:31⅕.

Summary:

Twenty-five mile twins match—Won by Renel. Time, 18:42⅕.

Five mile singles—Won by Edwards. Time, 4:21⅕.

Five mile, twins—Won by Renel; second, Boyd; third, Schwartz; fourth, Armstrong; fifth, Coyburn. Time, 3:42⅖.

Five mile invitation, twin—Won by Armstrong; second, Schwartz. Time, 3:43.

Ten mile, twins—Won by Renel; second, Armstrong; third, Good. Time, 7:31⅕.

THRILLING SPILLS AT RIVERVIEW

New Chicago Motordrome Provides Spectacular Accidents—Exciting Speed Duel Between Hasha and Balke.

Madcap marvels of speed and daring are still holding all Chicago enthralled with wonder, according to last Sunday night's performance of the speed monarchs at the Riverview motordrome. At this recent series of whirling races two thrilling spills took place while the racers were traveling at the rate of 85 miles an hour. At each occurrence the entire assemblage, outnumbering 20,000 enthusiasts, started to their feet with yells of dismay, but when assistance was rushed to the victims of the terrifying scene they were found suffering from nothing more than the merest shake-up.

The first of the accidents befell the men in the running of the second heat of the five mile professional event. For this three started: "Speedy" Hasha, Arthur Mitchell and Willie Walsh. The latter, in the back stretch of the third lap, lost control of his machine and after zigzagging up the bank was thrown heavily to the flooring, from which place both man and machine rolled in a confused mass to the bottom of the track. In the meanwhile Hasha continued on his way and won the heat, but lost the final heat and race to his racing rival, Charles Balke, whose running time was 3:41⅖.

The second spill occurred during the

final heat of the five mile race for trade riders, when Shorty Mathews, after setting a furious pace, was being closely pursued by Ed Bomark, who had Ed Bethke hot after himself. The fleeting trio had just whirled into the bend by the judges' stand, when Bethke, getting ready for a maneuver, started up the bank. This move at once brought his wheel against the front tire of Bomark's machine, and both Bomark and Bethke sprawled headlong.

The best racing feature of the entire affair, however, was the ten mile go, which was a slasher. In this Balke at once took the lead after a perfect start. Albright got after Balke at furious speed. Chapple was third and Mitchell last, and for the first full mile they all rode together with Balke on the rail, until Mitchell blew a tire. There was but little to choose from for the rest of the race. Balke succeeded in hugging the white line and despite every effort of Albright, though he held by him to the uttermost, the Californian's engine always had something resourceful about it, and he crossed the tape a full length ahead. Albright was second and Chapple a tired third. Balke made the trip of thirty laps in 7:25⅗. Summary:

Five mile amateur—Won by P. Wenk; second, O. W. Schadt; third, B. Guenther. Time, 5:29.

Five mile professional—Won by Balke (Indian); second, Arthur Mitchell (Merkel); third, "Speedy" Hasha (Indian). Time, 3:41⅗.

Five mile, trade riders—Won by "Shorty" Mathews (Thor); second, Charles De Salvo (Excelsior). Time, 4:30⅗.

Ten mile race, professionals—Won by Charles Balke (Indian); second, Johnny Albright (Indian); third, Arthur Chapple (Merkel). Time, 7:25⅗.

Catches Thief by Motorcycle.

His motorcycle broken by striking a huge hole in the street, while pursuing a daylight burglar, Patrolman W. B. White leaped from his machine the other day and continued the chase on foot, overtaking the man, recovering the stolen articles and landing his prisoner safe behind the bars of the Los Angeles city jail, all within twenty minutes of the time he received the alarm. The prisoner was booked as Harry Schmidt, and admitted having taken $20 and two purses, which he surrendered to White when the latter arrested him. The alarm which brought White to the ground was turned in by women who saw the burglar at work. White covered twenty city blocks, making nine turns, and caught his man, all in 12 minutes from the time the alarm was turned in.

Two Days' Racing at Springfield.

Two days of motorcycle races for the coming State Fair at Springfield, Ill., practically are assured. Big prizes in merchandise will be offered. The dates have not been decided on yet. The local motorcycle club will supervise the meet.

SEYMOUR COMES NEAR RECORD

Time Within Two-fifths of a Second of World's Record Made by Jake De Rosier.

Fans of every description thronged the Wandamere at Salt Lake City, July 13, and there beheld Ray Seymour ride within two-fifths of a second of the two mile world's record, made by De Rosier at Los Angeles. His time was 1:26.. In addition to this feat, another trophy fell to Seymour, when he won the six mile open professional in 4:28. Without a shadow of doubt Fred Whittler also has returned to winning form, as was evidenced by his winning out against J. McNeil, the coast champion. The race was run in heats, and in the first Whittler came off the victor and quite at ease. In the second spin McNeil, however, pushed him to the uttermost verge of his capacity and, in this way, brought out the most convincing proof that Whittler has absolutely come back. Further evidence of his triumphant return to rip-roaring speed was set forth in the eight mile open professional, which was the spectacular match of the evening. This Whittler likewise won, to the thundering acclamations of the crowd, which was largely composed of the members of the Helena and Salt Lake Baseball Clubs, the invited guests of the management. Only one spill caused excitement, and this was when Warden and Johnson collided and rolled down the track locked in each other's arms. On rushing to their assistance the attendants found the pair smiling and unhurt, but their machines were wrecked beyond repair. Summary:

Three mile open, trade riders—Won by Warden; Claflin and Johnson tied for second place. Time, 2:39⅕.

Five mile match, professional, between Whittler and McNeil—Won by Whittler. Time, 4:07⅕. Second heat and match—Won by Whittler. Time, 4:22⅖.

Five mile open, class B—Won by Bernstrum; second, Smalling; third, Thomas; fourth, Peterson. Time, 4:00⅖.

Record trial by Ray Seymour for two miles, to beat record of 1:26. Time, 1:26⅖.

Six mile open professional—Won by Seymour; second, Whittler; third, Ward. Time, 4:28.

Four mile match race—Won by Bernstrum; second, Thomas; third, Smalling. Time, 3:18.

Eight mile open—Won by Whittler; second, Brodbeck; third, Ward ; fourth, Bernstrum; fifth, Seymour. Time, 6:06⅖.

Hard Running for Motorcyclists.

Driving an Indian motorcycle 220 miles in 14 hours, over a road never before traversed by such a vehicle, is the record of M. T. Wray, of Portland, Ore., who has recently returned from one of the most unique trips made in the northwest. Mr. Wray and H. A. Brandt left Portland June 7th for a trip to far northern British Columbia, expecting to motorcycle from Ashcroft, the farthest railroad station in line with the point which they desired to reach. Neither had been over the road and but little was known of conditions to be encountered. Arriving at Ashcroft, the men found that ahead of them was the Cariboo trail, famed as the line of communication between civilization and British-Alaska. It was soon learned that much of the way the roads were excellent, and it was determined to make the journey as far as Fort George, 320 miles, by motorcycle. Ashcroft has an elevation of 1,004 feet above sea level and Fort George is 861 feet further, the grade being gradual, with but few bad hills.

In 14 hours' actual running time the speedometer on the Indian showed 220 miles covered, and the machine was in perfect running order. On reaching Blackwater the roads became too rough for the machine and the rest of the journey was made on foot, the men pushing the machine ahead of them, until opportunity offered where it could be stored with safety. All along the Cariboo trail the motorcycle was the object of much interest. So far as could be learned, nothing similar had ever been driven over the road, and people watched its progress with something of awe. During the trip the "Indian" was driven 520 miles, carrying two men, at a cost of $9.10 for gasoline, oil and incidentals. Much of the way gasoline sold at $1 per gallon, some having to be freighted, by wagon, over 300 miles.

Much of the road is permanently constructed, the government having spent large sums of money that settlers might be attracted to the country. Practically 200 miles of the road is as level and hard as a city street, as straight as an arrow for miles in places, and generally built on model lines. At several places were passed rollers and engines with crews of men filling up holes and keeping the crown in perfect form. Much of the road has been built for 50 years, and through the greatest wilderness in western Canada.

Good Prizes Offered in Marathon.

Merchandise to the value of over $400 is offered in prizes for the marathon race of the New England Wheelmen, to be held on August 6th, 1911, at Floral Park, L. I. An Iver Johnson Special Racer heads the list of over 30 place prizes, with a Bengal Special Racer next, while a New England Special Racer heads the list of five time prizes. The other prizes consist of Palmer Armstrong tires, Pierce racing suit, Oxford tires, brakes, Pennsylvania tires, saddles, chains, gold plated Gillette pocket safety razor, and various other things too numerous to mention. Entries are being received by Howard W. Zarr, Secretary Race Committee, 2202 Seventh avenue, New York City. The race takes its name from the Greek classic foot race and will be run at the same distance, viz: 26 miles, 385 yards.

CHAMPION KRAMER IN FINE FORM

Humbles "Rocket" Clarke in Decisive Fashion—Handicap in One Mile Event Too Much for Top-Notchers.

Glittering generalship made Frank Kramer the winner of the quarter-mile championship race at the Velodrome last Wednesday night, the 19th inst., that is, generalship and speed. In fact, the Jerseyite leaped all round the "rocket" from across the seas, and when the tape was reached the expectation which ran rampant on "Jackie's" chances, vanished as completely as though it never existed. Clarke was clearly caught napping by the champion, and the result was he was beaten so badly, in the twinkling of an eye, that he simply lost heart and finished dismally in third place, behind Eddie Root, and only just ahead of Goullet, the fourth man in the final. Racing, of course, was done between the two great rivals, but it was wholly confined to the stretch, along the front of the grandstand, as the pair took flight at the sound of the bell. At this warning signal Clarke, according to his custom, spurted ahead, and for a moment got the lead. It was for merely a moment, however, for Kramer, in an instant, let go on a brilliant burst of speed, which unnerved the Australian as he was rounding the turn. In a trice he had Clarke where he wanted him and he then proceeded to squeeze him, which at once slowed the "Jackie" up, after which he was away with a jump, smiling and successful and swift as a streak of blue lightning. To make matters worse for the Australian, Root, who was coming along like a meteor at Kramer's heels, also caught Clarke before the latter hit his speed and he, too, swept the turn, handing a squeeze of his own to Jackie. That ended the race right there, and from then on things took on the aspect of a procession. At the back stretch Kramer cast the owlish glance of a triumphing general back at his laboring rival and then let go full tilt for the tape, which he crossed first, with Root second and Clarke third, the latter letting things go without a finishing contest. The result places Kramer once more ten points in the lead, making his total 43 as against the Australian "rocket's" 33 points in the exciting contest for the 1911 national professional championship.

In the semi-final heat Kramer and Clarke met again, but this time Clarke kept his eyes open and never for a moment would he allow the champion to get by. In truth, never did Kramer attempt to do so until the pair crouched for the sprint in the home stretch; but Kramer at this point failed, because now Clarke was on the alert and in the full violence of his speed. As a result of his unsuccess, Kramer once more in the finals resorted to the strategy. Clarke, he was convinced, would wait for a late jump and, accordingly, the champion decided to spring another surprise. The result was Clarke did exactly as Kramer forefigured and was beaten from the field. A contributing factor against Clarke's racing was the absence of any fighting characteristics on the part of Alfred Goullet. The latter, always a speedy starter, purposely stalled at the outset, ostensibly to clear the way for his friend, and once at the pole, Clarke figured he could beat Kramer. But never did the champion let up on his oldtime speed. The revelation brought the entire assemblage to their feet, and proves that the great question of supremacy between the pair hinges on who gets the first jump toward the tape.

George Wiley won a "Scorer's" victory over Nat Butler in the twenty mile motor-paced race, and this in spite of the fact that everyone present declared the veteran actually won out. Confusion abounded also between Wiley and Elmer Collins, the third contestant, who lost many a lap by reason of punctured tires. As none of the speed kings qualified for the one mile professional handicap, it was won by Freddy Jones. The three mile open amateur was won by Alvin Loftes, after a long sprint, with Frank Blatz second. Summary:

Half-mile handicap, amateur—Won by John Brecht (40 yards); second, Adam Byerman (40 yards); third, Carl F. Ericson (25 yards). Time, 59 seconds.

Quarter-mile national championship, professional—Won by Frank L. Kramer; second, Eddie Root; third, A. J. Clarke; fourth, Alfred Goullet. Time, 29 seconds.

Two mile open, amateur—Won by Alvin Loftes; second, Frank Blatz; third, Chester Smith. Time, 4:09.

Twenty mile motor-paced race—Won by George Wiley; second, Nat Butler; third, Elmer Collins. Time, 28:36.

One mile handicap, professional—Won by Fred Jones (100 yards); second, Floyd Krebs (75 yards); third, John Bedell (40 yards); fourth, William "Pedlar" Palmer (130 yards); fifth, Floyd MacFarland (60 yards); sixth, William Morton (150 yards). Time, 1:55.

New Officers for Tacoma Club.

At a recent meeting of the Tacoma (Wash.) Motorcycle Club the following officers were elected: Edward A. Schaper, president; Lloyd W. Freeman, vice president; Ralph W. Sands, financial secretary-treasurer; A. F. Hoska, recording secretary; Elga L. Roberts, captain. An attractive booklet has recently been issued containing the constitution and by-laws of the club, and also including a road guide to the various cities in Oregon and Washington. Aug. 6, 7, Moclips, on the ocean beach, a distance of 256 miles from Tacoma; Aug. 20, to Snoqualmie Falls, via Renton, a distance of 134 miles; Sept. 3 and 4, to Lake Cushman, via Olympia, distance, 164 miles; Sept. 17, Electron and return to Lakeside Inn, about 70 miles from the starting point, where the riders will have dinner.

SALT PALACE RACES ARE SHABBY

Tricksters Get the Best of Manager Pye—Programs Faked and Races Run in Slipshod Manner.

Gloom of the gloomiest description overcast the races at the Salt Palace, Salt Lake City, on Sunday night, the 16th inst., when a throng of cycling fanatics, who had had their enthusiasm and expectation keyed up to almost a savage frenzy, became bitterly disappointed by the shabby showing of the slipshod riders. According to every indication, the people who held the score card got the jump on Manager Pye and thereby on the public—the helpless price-paying public—by selling programs that had no more relation to the races at hand than the canals of Mars. In stark amaze men stared each other's faces round, but nothing could be done. The tricksters had the upper hand and took a hob-nailed jump on the public's neck. In addition to this state of affairs, every race, with the exception of the amateur pursuit, was a failure and stood out in marked contradistinction to the many brilliant series of former performances run off at the track. Nothing short of a funeral parade an wheels was the quarter-mile "processional"; the two mile professional proved to be a make-up of the merest make-believe order, and in the two mile handicap professional, it looked as though the management was offering a prize for the best lazyman. "Terrible in the extreme" was the whole business, and it fairly "made one's blood run chill with suggestions of eternity and darkness," and the fans are still "recoiling in horror" from the "shock" and wondering if the remembrance of the spectable will haunt them in the hereafter. Summary:

One-quarter mile, professional—Won by Hehir; second, Stein; third, Drobach; fourth, Carslake. Time, 29⅗.

Match race, half-mile—Won by Walker. Time, 1:29.

Australian pursuit, amateur—Won by Colvin; second, Brazier; third, Smertz; fourth, Givlin. Time, 7:58.

Two mile handicap, professional—Won by Thomas, 120 yards; second, Wright, 130 yards; third, West, 100 yards; fourth, Carslake, 110 yards. Time, 3:45⅕.

Handicap motor race, four miles—Won by McCormick, scratch; second, Burlquist, scratch; third, Stein, one lap. Time, 4:56.

Through the enactment by the last Legislature of West Virginia, of a reciprocity automobile law that goes into effect this month, Maryland motorcyclists are benefited, as well as riders in most other states. The law provides that motorcyclists from other states that grant reciprocal privileges to motorists, may tour West Virginia without being required to take out a license for that state.

CLARKE CLIMBS ANOTHER NOTCH

Beats Champion Kramer in Five Mile Event —Top Notch Professionals Go on Strike in Handicap Race.

Soaring steadily in the great championship count, Jackie Clarke again beat Champion Frank Kramer at the Velodrome last Sunday afternoon, the 16th inst., this time winning the five mile title race over the New Jerseyite, whose utter best was nothing but a humble third place. Alfred Goullet, who was sleighriding on the Clarke wheel, was snugly fitted into second. The victory thus gave Clarke a total of 31 points for the championship, placing him within seven of Kramer. Third place in the struggle is held by Goullet, who has but 20.

Whatever the race last Sunday proved, it at least demonstrated one thing beyond the slightest approach to a doubt: Clarke is in the finest fettle and has absolute control of all his oldtime vim and velocity. Flashy as was the Clarke speed, however, no less so was the class displayed by Frank Kramer, who showed the good effects of his recent two-day vacation at the seashore. His own indecision, nevertheless, lost him the possibility of a victory, or at least a closer finish; for, when he found himself poorly placed at the bell, he launched forth from the bank at the first curve, whirling the outside course high on the track straight through to the backstretch and round the bend. From here he swept furiously down the homestretch hard on Goullet, and within a mere two lengths of Clarke, who led the van to his own victory.

At the close of the event Kramer claimed he was forced from one position to another, by reason of the bumping, which he said was administered him by the bunched riders. Goullet he named especially, stating the latter elbowed him whenever he attempted to bear down on Clarke's wheel. By general opinion of the spectators, however, the belief prevailed that Kramer had brought many of his own miseries on himself by not keeping fixedly in his place until the time was ripe to break, and then dart for the tape without all the shifting he displayed toward the finish.

At the beginning of the race Kramer was glued to Fogler, and Clarke headed Goullet. All the speed artists were in the rear and continued there for nearly a mile, after which they started to come forward. At this juncture, Kramer changed over to Fenn. As he did so, Clarke advanced along the outside and behind Clarke, sure as his shadow in the noonday sun, was Goullet, who never for an instant left his friendly compatriot throughout the entire go. With the making of the second mile Mitten, Palmer and Jokus fared forth stealthily and widened their former places into a gap of nearly half a lap. For a full mile this great yawning breach preserved all the mystery of an enigma, and every eye was turned upon its possibilities until MacFarland and Clarke shot swiftly forward and contracted things. Then MacFarland was done. Palmer by this time had the lead, and Clarke was significantly taking his pace. The track tacticians were spreading their steel snares and things were becoming involved for the unwary. In this expectant position, the parade swept grandly around before the watching eyes of the spectators, for the last mile, with the exception of the turn approaching the bell lap. Here Clarke slashed out, beginning the battle. In an instant all was action and change. Passing the stand the order was Clarke, Goullet and Fenn. Kramer was several lengths in the rear. As they whirled the turn Fenn made a vain attempt to whisk by Goullet, but he broke and dropped back. As they bunched at the back stretch Clarke once more took flight, with Kramer raging after him with a gain on every kicking push. It was obvious the champion was doing better even than he thought he would, and he was digging with terrific force. But the nimble Clarke was digging, too, and he dug all the harder when he felt Kramer's piratical presence capturing man after man at his heels. Away from Goullet he shot in a trice. Rounding the back stretch he again darted out like a streak, while Goullet, catching the contagious impetus of fear, with something akin to spasmodic violence, also shot forward after Clarke whom he pursued as though the latter were a flying goal.

Roused to his utmost exertions by this sudden, cyclonic burst of speed Kramer wheeled and whirled dizzily on the height of the bank and one after another he swept by, making the race look almost meteoric. But his awkward place robbed him of his stamina, and he was unable to overcome even Goullet. Following Kramer over the tape came John Bedell, his last conquest, whereas Clarke dashed across the winning line a full length ahead of Goullet, who led Kramer by his rear wheel.

The trouble pot got boiling in the two-mile professional handicap, which ended in a strike. Clarke, MacFarland, Goullet and Root leaped from their wheels as soon as the gun was fired and refused to ride. Kramer attempted nothing in this race, nor did Fogler, who said he was sick, to the result that Clarke was left alone on the stratch, with Goullet second at 15 yards, Root at 55 and MacFarland at 70. The latter, after scrutinizing the setting, abruptly dismounted and began expostulating with Handicapper Kelsey, declaring the back markers were spread out altogether too far, with Fogler out, to furnish a chance to alternate pace and catch leaders.

While Kelsey was attempting to make things harmonious by a closer grouping, Manager Chapman became nettled and, rushing up, ordered the starter to fire the gun. This was done so promptly that the start caught "Big Mac" in the act of strapping his feet to the pedals, and, consequently, when he heard the report he retired. In like manner Clarke, too, dropped out, after being given a signal by MacFarland. Root then dismounted, and, finally, Goullet, who had gone round one lap, dropped out also, while the whole structure rang with the hoots and hisses of the spectators, who were clearly condemning both sides. The race was won, however, by Willie Fenn, who displayed greater enduring powers than John Bedell in the bittle of the final lap.

Frank Cavanagh won his first championship match by beating Frank Blatz and Alvin Loftes in an exciting finish, and this after he had spurted a lap to overhaul Carl Ericson, who darted into the lead while the other three had waited for him, following a fall. Coming down the stretch it once looked as though Blatz would pass the victor, but although he appeared completely fagged Cavanagh's nerve was with him and he succeeded in winning by just the merest margin of a couple of inches. Loftes was third and only a foot from the winner.

The one-mile professional invitation was won by Freddy Hill, and Elmer Collins rode the winning pace of 1:14 flat in the record trials. Summary:

Two mile novice—Won by H. A. Clouse; second, C. A. True. Time, 5:57⅖.

One mile national championship—Won by Frank Cavanagh; second, Frank Blatz; third, Alvin Loftes; fourth, Carl Ericson. Time, 3:02.

Five mile national championship, professional—Won by A. J. Clarke; second, Alfred Goullet; third, Frank Kramer; fourth, E. F. Root; fifth, John Bedell. Time, 10:17.

Two mile professional handicap—Won by W. S. Fenn (115 yards); second, John Bedell (100 yards); third, Fred Hill (95 yards); fourth, W. L. Mitten (140 yards); fifth, Dave Mackay (235 yards); sixth, William (Pedlar) Palmer (200 yards). Time, 3:48⅕.

One mile invitation, professional—Won by Fred Hill; second, Walter De Mara; third, Oscar Schwab; fourth, Jumbo Wells; fifth, Floyd Krebs. Time, 2:10⅘.

Three mile handicap—Won by Joseph G. Popsky (220 yards); second, Frank Hartenburg (240 yards); third, George Paull (190 yards); fourth, Bert Coen (180 yards). Time, 6:15⅖.

One mile record trials, with motor pace—Won by Elmer Collins, time, 1:14; second, George Wiley, 1:16⅗; third, Clarence Carmen, 1:18⅖.

New Motorcycle Ordinance for South Bend.

Heavy fines are provided for violations of a new ordinance relating to motorcycles recently passed by the city of South Bend, Ind. Two persons are prohibited from riding together on a motorcycle or other vehicle built for one. Another section makes it unlawful for motorcycles, bicycles and certain other vehicles to be used on the sidewalks.

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Harley-Davidson Motor Company

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LAWSON AND HEHIR IN THRILLER

Swede Beats the Australian Behind Tandems—Drobach Succumbs to Downing in Motor-Paced Event.

Fierce and unremitting was the struggle at the Salt Palace in Salt Lake City on Friday evening, the 14th inst., when the speed dispensers of cycledom clutched at each other's crowns, to the continuous delight of a capacity assemblage of spectators, who always love to see a cycling match contested to the limit. The prominent features of the affair were the tandem paced match race between Paddy Hehir and Iver Lawson, and the two mile motor paced go in which Hardy Downing and Peter Drobach figured with such furious hostility. Lawson came off the winner in the first and third heats, riding against Hehir, the latter bearing off the laurels in the second. Pacemakers for Lawson were Wright and Diefenbacher, whereas the dragging for the Australian was performed by Anderson and Halstead. In the first Lawson drew the pole, where his leaders astonished the spectators by the ease with which they shook off every assault of the enemy. Hehir, to be sure, took Lawson's wheel at the second last lap, but this piece of maneuvering found the Swede on the alert, and he shot forth an easy minner. In the second Hehir had the pole and reversed former conditions, thereby winning for himself in just about the same way Lawson had done previously, the conditions being exactly reversed and Wright and Diefenbacher being unable to bear Lawson around. In the third Hehir once more drew the pole, and then everybody knew that something was about to be doing. On the bell lap Wright and Diefenbacher swirled Lawson around, making the others look as though they were fastened to the floor. The two youthful pacemakers swept the circle so fast, in fact, that the flashy Swede looked as though he had all he could do to keep up in his place. By his most violent efforts he succeeded in merely hanging on, however, and when Hehir attempted to catch the Lawson wheel and scurry underneath, he found the latter's leaders very cleverly obstructing his purpose to take the pole.

Hardy Downing, in the match motor paced race of two miles, walked off with the victor's olive headgear. Downing took the first from the pole by staying in the lead, while Drobach, through an extremely clever piece of track work, did the same in the second, Downing being ostensibly well enough pleased to let Drobach have the heat, rather than attempt the outside passage. Little short of a pursuit was the general character of the third heat, however. Here Downing by a sudden burst of speed shot forward under full head. Downing was his oldtime self throughout this entire heat, and as he flashed the straightaway and whirled the turn, he brought nearly the whole assemblage to their feet. In a twinkling it was evident he was swiftly making up the distance, but he did even more, for he gained half a lap in addition before the two miles had been run.

A thriller from the start also was the five mile professional. A valuable prize was offered for the man leading the most laps, and the result was a continual battle. Hehir, to be sure, in this race was helped extensively, but despite it all, toward the finish, he shot forth and shook the whole field, winning a splendid and highly appreciated race. Summary:

One-sixth mile, record trial, amateur—Won by Kramer Meredith. Time, 17 seconds.

One-quarter mile try for record—Crebs; time, 24⅗.

Invitation team race, professional—Won by West and Wilcox; second, Carslake and Pye; third, Stein and Diefenbacher. Time, 1:59⅕.

Tandem paced match race, one mile—Won by Lawson; second, Hehir. Time, 1:52⅖.

Motor paced championship race, two miles—Won by Downing; second, Drobach. Time, 2:49.

Three-quarters mile handicap, amateur—Won by Brazier (45 yards); second, Kramer (50 yards); third, Meredith (35 yards); fourth, Mayer (scratch). Time, 1:35.

Five mile open professional—Won by Hehir; second, Walker; third, Lawson; fourth, Wright. Time, 10:30.

Married Couple on Long Cycling Tour.

Clad in khaki and mounted on every-day bicycles, Mr. and Mrs. Harry E. Miller, of Toronto, Canada, are making a 10,000 mile tour of the continent, which, according to the schedule made out, will last until May, 1912. They have already covered 2,000 miles of their journey and are at present in the New England States, having left Toronto on June 1st last. When they started out they were absolutely penniless, as they intended to subsist on the sale of photographs while on the road. So far they have not had the semblance of an accident, neither having had so much as a puncture. Mr. Miller has lost twelve pounds but his wife has gained five pounds, even though the pair has put in some hard riding. So far their record for one day has been 108 miles, but this does not come up to the mark which they set on a previous tour, when they rode 132 miles in one day. During the hot spells they drink little water while they are in their saddles, thereby preventing excessive perspiration.

The Millers have only been married two years. Mr. Miller is 26 years of age, while his wife celebrated her 19th birthday on July 17th. Their ambition is to meet President Taft when they pass through Washington in September. They will tour the Southern States during the winter coming.

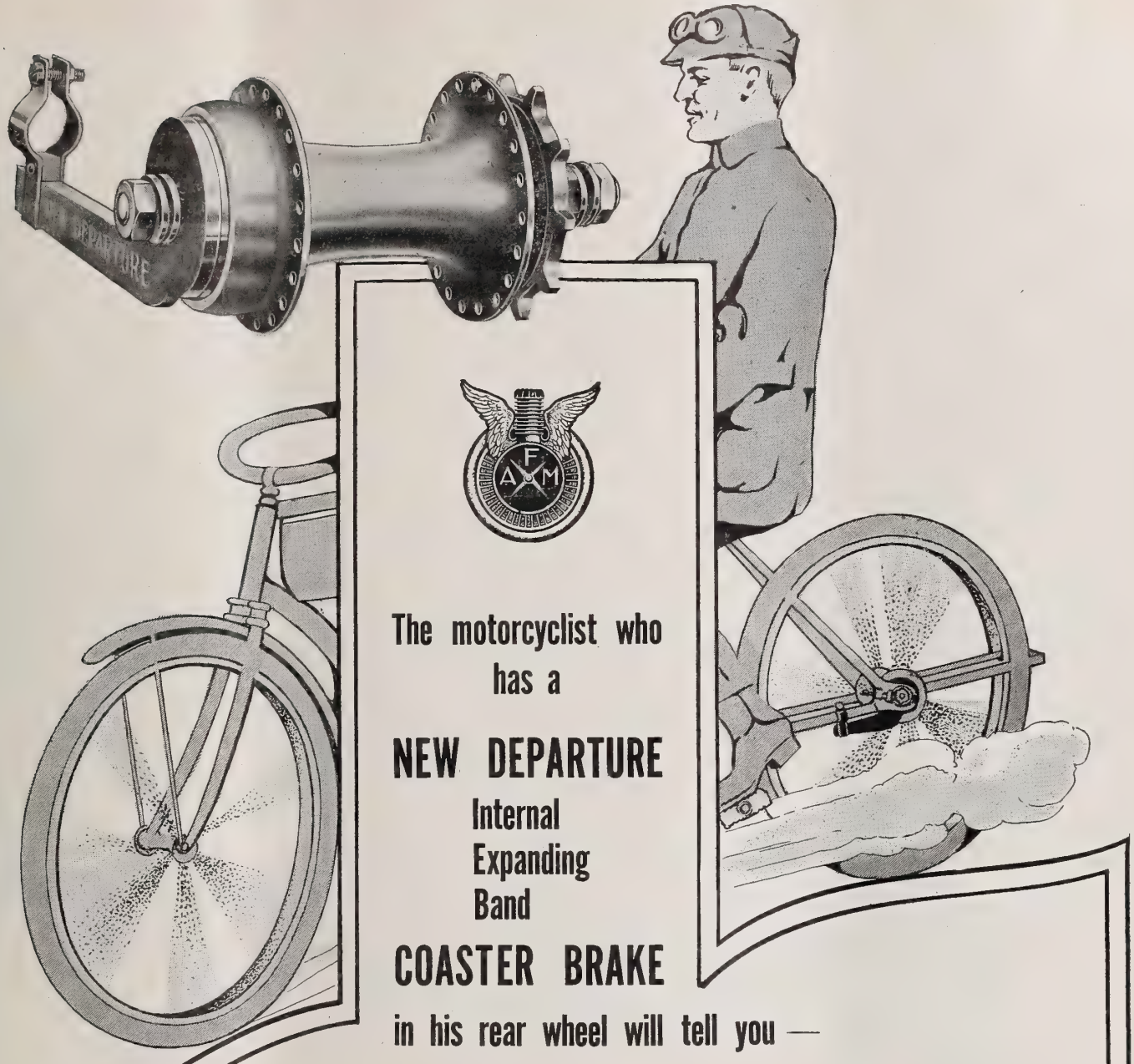
OFFICIALS SCATTERED AT TORONTO

McMillan Rides Full Speed Against Timer Knockout Scored, But Andrews Wins Young Spencer's Good Showing.

Unbilled sensations were the feature of the first of a series of Saturday night meets held at Toronto on July 15, when 2,000 fans turned out in spite of showers. The headline race was the half-mile event between Walter Andrews, the Canadian Champion, and Gordon McMillan, the quarter-mile champion, and although McMillan scored a moral victory, the laurels again went to Andrews, who was really the only one to finish. McMillan had been pulling off such remarkable stunts that it was decided by the C. W. A. moguls to give him a chance against the "Big Train," and the pair were matched. At the crack of the gun the starters barely moved and the crowd hooted. At a snail's pace they crept down the line, until at last McMillan made a jump for the lead with Andrews in pursuit. McMillan went like a whirlwind for the next quarter of a mile and with the sound of the bell sprinted five yards away from his rival. Turning into the home stretch McMillan still held his advantage, though Andrews was scarcely half a wheel length behind, when suddenly McMillan seemed to go out of his mind. With his head down he swerved off the track, dashing straight into the group of officials at breakneck speed. He collided with one of the timers with terrific force and shot through the air, landing in a lifeless heap twenty feet away. Both the official who was knocked out and the rider were given first aid, McMillan being so shaken up that he was taken home. Of course Andrews kept to the track and passed over the line, winning the remarkable contest. No time was taken owing to the manner in which McMillan scattered the men in charge.

McMillan's mishap prevented him from starting in the team pursuit race, in which four teams of two men each started, but Wilson, who would have been McMillan's companion, with a misfit partner, gave Andrews and Young almost nine miles of riding before they were caught. This was the first pursuit race of the year for Toronto fans, and they appreciated it very much, growing wildly enthusiastic at times. Chief interest centered in the Andrews-Young stable from the start, although the Wilson-Brady pair also had their following. Andrews and Young mowed down each of the three other teams in turn, catching Wilson in a long and desperate sprint in the 33rd lap.

The showing of W. Spencer, the 16-year-old rider of the Toronto Bicycle Club, was a surprise. He not only grabbed the boys' mile in jig-quick fashion but captured the 2:40 class event and ran second in the miss



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and out, the latter race being won by Hogben, the Hamilton, Ontario, champion. One of the fastest miles of the season was ridden by Scotty Wilson of the Indian Club in the invitation race, in which he covered the distance in 2:20⅖. Although no American cracks had been brought over for the occasion, the meet proved one of the most enjoyable of the summer, clean riding and no disputes or protests affording a pleasant evening's sport. A good sized crowd was present and applauded the riders vigorously.

The summary:—

One mile novice—Won by W. Horncastle, Hamilton; second, H. Coleclough; third, H. G. Morley. Time, 2:30.

Boys' race, 16 years and under, one mile—Won by W. Spencer; second, Alb. Hunt; third, V. A. McMullen. Time, 2:28.

Half-mile city championship—Won by Walter Andrews.

One mile invitation—Won by W. Wilson; second, Doc Morton; third, Harry Young. Time, 2:20⅖.

One mile, 2:40 class—Won by W. Spencer; second, F. Shaw; third, V. A. McMullen. Time, 2:30⅗.

Miss and out race—Won by Gus Hogben, of Hamilton; second, W. Spencer; third, E. Hanson. Time for the two miles, 5:35.

Team pursuit race—Won by Andrews and Young; second, Wilson and Brady; third, McDonald and Morton; fourth, Smith and Bulger. Distance, 8⅞ miles. Time, 21:31⅕.

ACTIVITIES OF BALTIMORE CYCLISTS

Boehm and Bossom Prepare for Record Trial—Long Tour Planned for September by Lafayettes.

Ed. Boehm and Lyell V. Bossom, of Baltimore, Md., took a spin to Washington, D. C., and return, in preparation for the attempt they will make in the near future to lower the intercity record between Baltimore and the Capitol. Boehm and Bossom were star performers and largest point winners in the safe and sane Fourth of July celebrations at Druid Hill and Clifton Parks.

Another group, headed by John Ruhl, who recently became a member of the Lafayette racing team, left by boat for the Eastern Shore of Maryland, where a tour of the lower counties was made. The longest tour yet planned by the club is scheduled to start the first week of September. It will include Philadelphia, New York and Boston, returning by the western route. It will be in charge of L. V. Bossom, former Lieutenant Harry E. Boehm and Edward J. Sauerwald. About four weeks will be spent on the trip. At present the stay-at-homes are in charge of Lieutenant Ralph Miller, and are putting in their idle moments training in preparation for the state cycle championship races to be held here on Labor Day.

The speedy road riders of the Lafayettes are in training for the coming twelve mile road contest of the Carroll Cyclers on July 30, and an effort to lower the present record of 32 minutes flat, which is held by Ed. Boehm, of the Lafayettes, will be made. Boehm has won more first place and time prizes than any other rider in the state.

The performances of the Lafayettes' five-man-relay cycle team in the recent Fourth of July meet, at Clifton Park, was but a repetition of past performances.

The leaders stand the same, with Thoms, by consistent riding, increasing his lead over the two Leimbachs, W. Leimbach, his nearest contender for first place, being severely handicapped by several accidents received during the past month. Fred M. Sanborn made a fruitless attempt to capture fourth position, but was nosed out by Fred E. Mommer, his showing, nevertheless, being very creditable.

The total on both mileage and centuries is a record breaker, 24,519 miles and 61 centuries being ridden the first six months of this year. The relative standing of the members in this competition is as follows: Charles H. Thoms, William Leimbach, Aug. T. L. Leimbach, Fred E. Mommer, Fred M. Sanborn, Langdon Sanborn, A. J. Baker, J. Fred Huber, George Peilstocker, John W. Trost, Thomas W. Baker, Edward Berghold, Ferd. S. Plitt.

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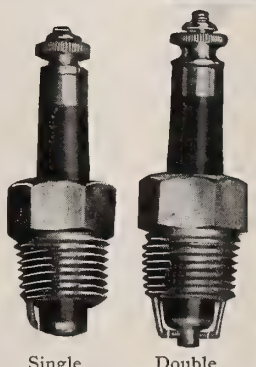
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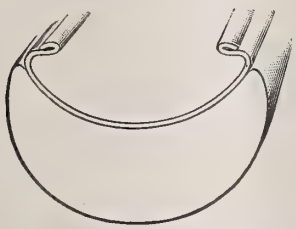
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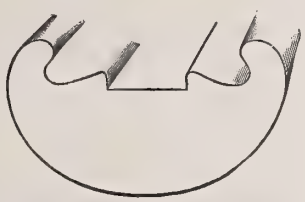
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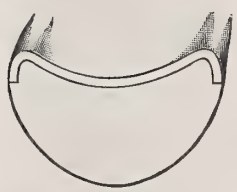
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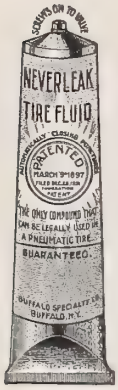
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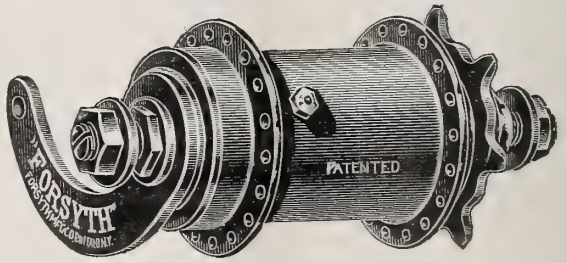
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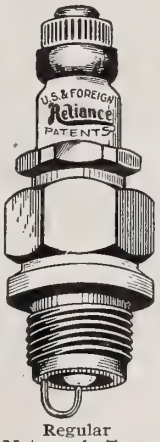
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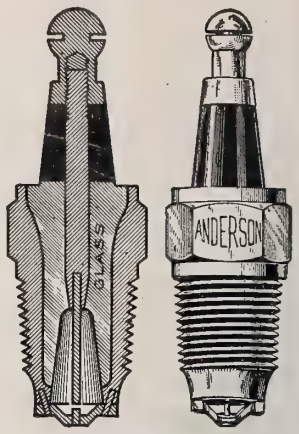
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Successors to
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Coventry Bicycle Chains



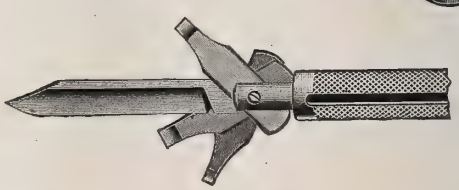
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Easily accessible, indestructible handle from which tools cannot be separated and lost.



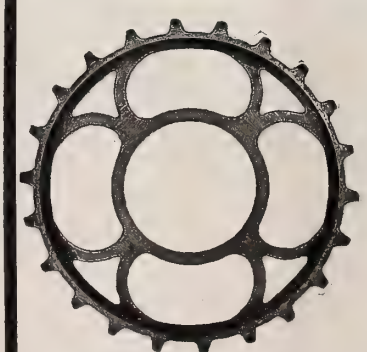
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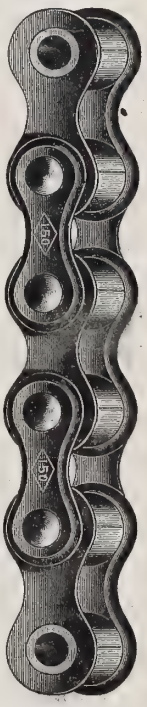
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(Trade Mark, registered April 30, 1895.)



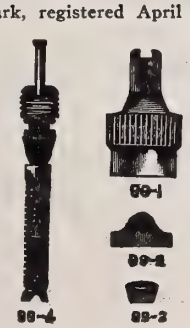
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we have concluded to sell parts only to the general trade.

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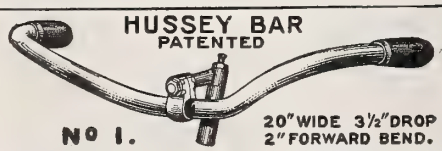
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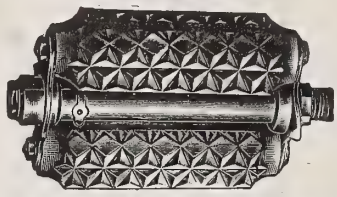


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MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

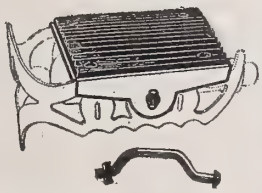
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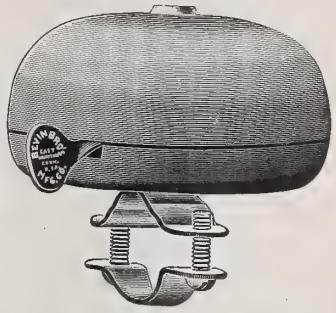
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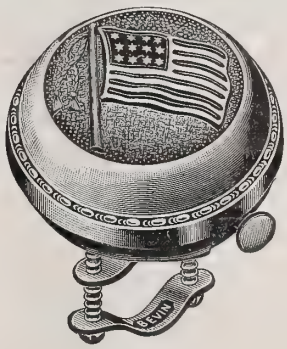
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and Another Bevin



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Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

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GLOVES

They're specially built for motorcycling comfort. Hands kept cool on hottest day by VENTILATED BACK. Cuffs never sag, because of the "RIST-FIT." Gauntlets of heavy stiff leather. Utmost style and service in every pair.

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MOTORCYCLE TIRES



are the Strongest, Safest, Best. Corrugated tread and studded tread.

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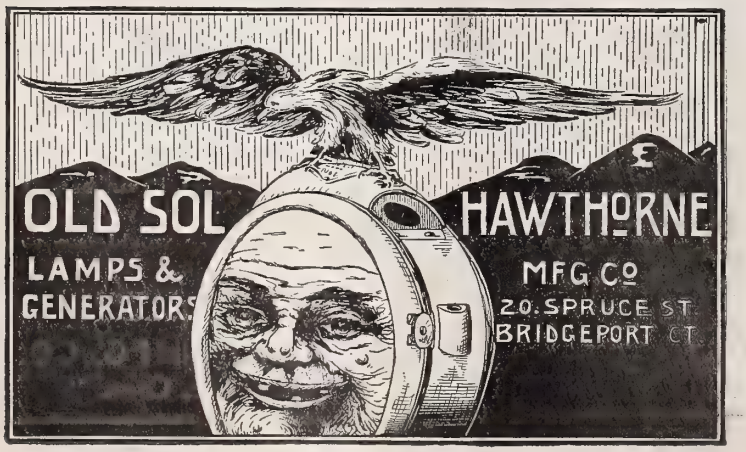
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The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

Why take ordinary lamps, when you can have Solars?

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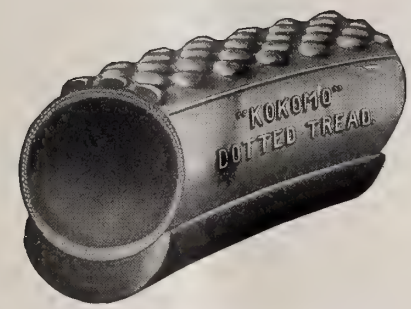
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Kokomo Dotted Tread

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Made of red rubber, is extra heavy and is built especially for long service.



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This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



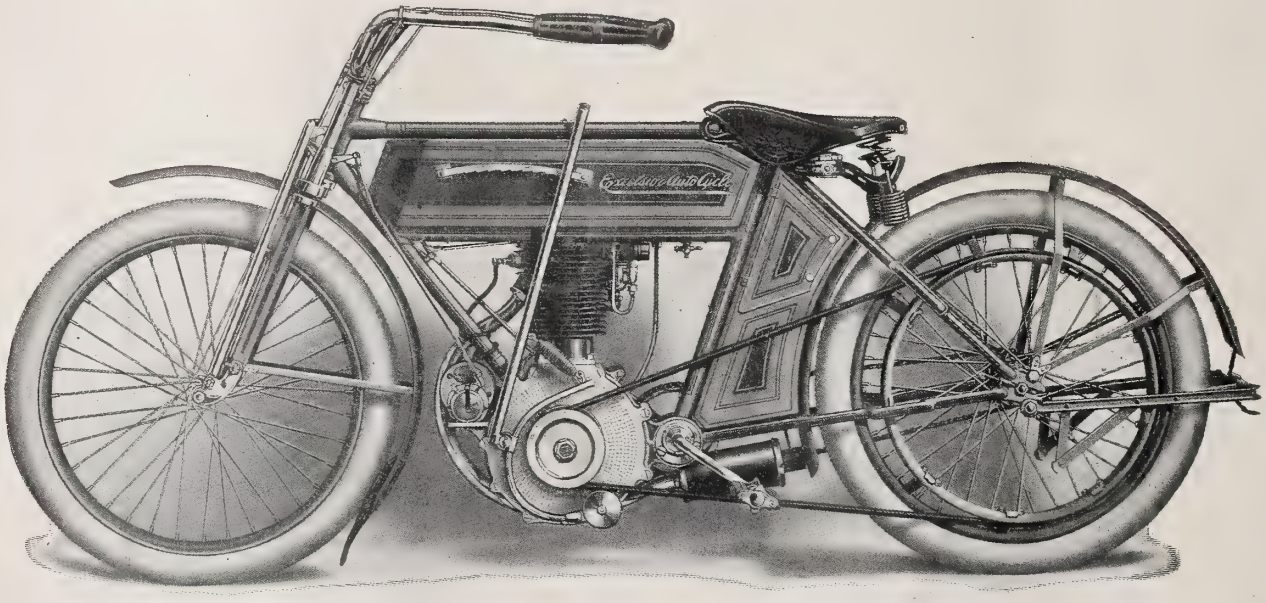
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A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

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Telegram from Omaha, June 5—"The Excelsior twin is King of the Speedway—5 miles in 5:10 beating the 7 h. p. ——— and the 7 h. p. ———."

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GO TO ANY COMMUNITY WHERE THE EXCELSIOR IS SOLD
AND ASK WHICH IS THE MOST SATISFYING AUTO-CYCLE.

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The Pennsylvania Rubber Company

JEANNETTE, PA.

A DECLARATION

¶ This Company was re-organized February 1st, 1910, with a new executive staff throughout office and factory.

¶ Since that date it has strengthened by every available means its policy of producing the best goods possible, and has conscientiously endeavored to secure for the jobber and dealer a fair margin of profit.

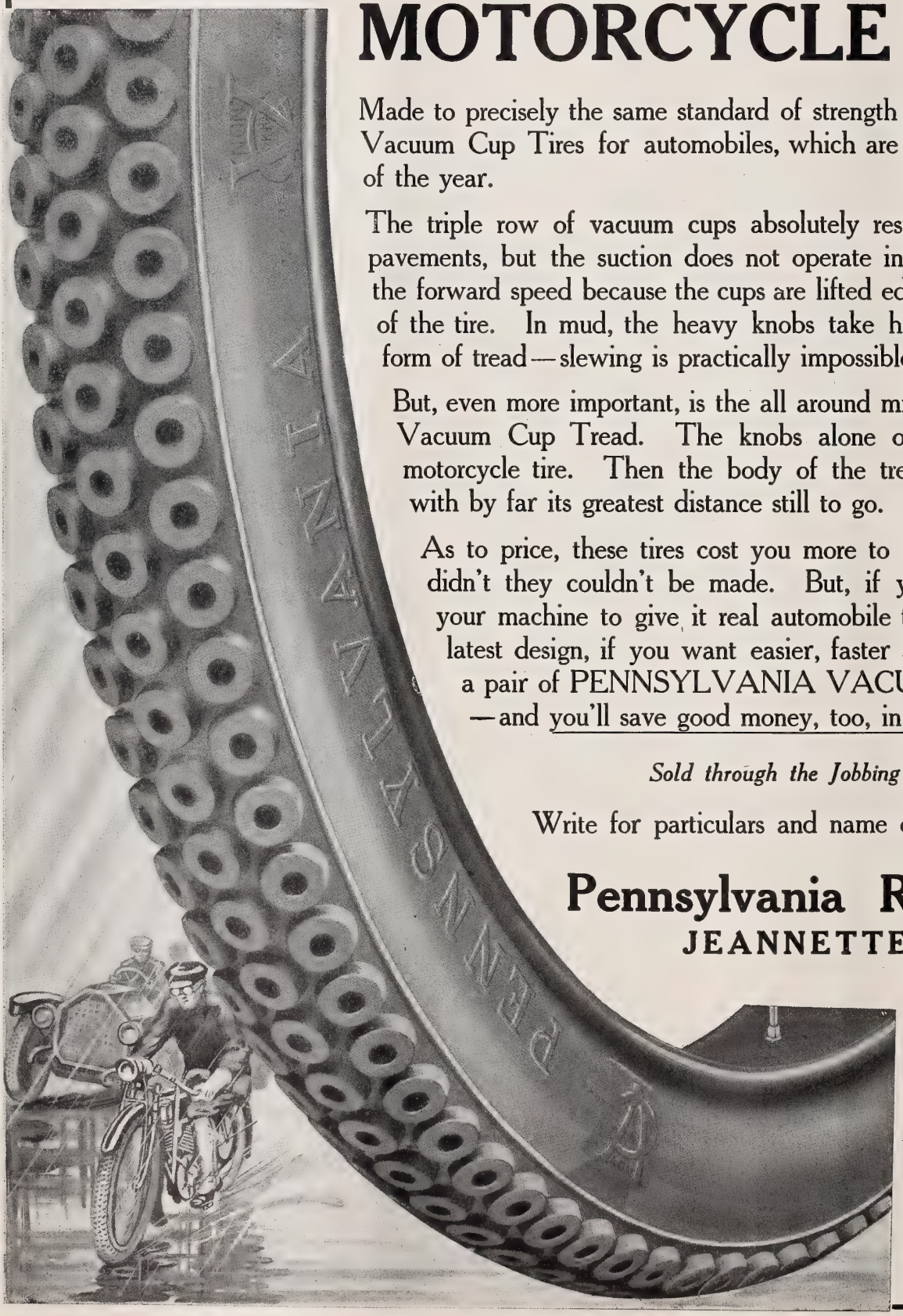
¶ The Pennsylvania Rubber Company markets its goods through the jobbing trade and does not cater to price-cutters.

¶ In a little over a year of improved methods, the superiority in quality of products, and the advantages of the new selling policy have resulted in an increase in business exceeding by 100 per cent. the volume of trade enjoyed by the Company at any period prior to its re-organization.

¶ On the three succeeding pages are demonstrated a few of this Company's best selling products.

Set a New Pace in Motorcycle Tire Service

Pennsylvania Vacuum Cup MOTORCYCLE TIRES



Made to precisely the same standard of strength and efficiency as our Vacuum Cup Tires for automobiles, which are the service sensation of the year.

The triple row of vacuum cups absolutely resists skidding on wet pavements, but the suction does not operate in the slightest against the forward speed because the cups are lifted edgewise by the rolling of the tire. In mud, the heavy knobs take hold as can no other form of tread—slewing is practically impossible.

But, even more important, is the all around mileage capacity of the Vacuum Cup Tread. The knobs alone outwear the ordinary motorcycle tire. Then the body of the tread goes into service with by far its greatest distance still to go.

As to price, these tires cost you more to buy. Yes. If they didn't they couldn't be made. But, if you think enough of your machine to give it real automobile tire equipment of the latest design, if you want easier, faster and safer going, buy a pair of PENNSYLVANIA VACUUM CUP TIRES —and you'll save good money, too, in the long run.

Sold through the Jobbing Trade.

Write for particulars and name of nearest distributor.

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JEANNETTE, PA.

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505 Liberty Avenue
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259 Jefferson Avenue
DETROIT, MICH.
512-14 Mission Street
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930 S. Main Street
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The Popular All-Rubber Motorcycle Belt

Pennsylvania Motorcycle Belts

THIS Company makes a specialty of Motorcycle Belts and their product has the popularity that follows satisfaction.

We enjoy the business of some of the largest motorcycle manufacturers and have the equipment which enables us to figure on a very favorable basis with both the manufacturer and jobber.

These belts, like our Vacuum Cup Tires for Automobiles, Motorcycles and Bicycles, are made by an Independent Company with an Independent Selling Policy.

Our attractive trade proposition for 1912 is now ready. Write for it.

Pennsylvania Rubber Company
JEANNETTE, PA.

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PENNSYLVANIA RUBBER CO. OF NEW YORK,
New York City—1741 Broadway.

PENNSYLVANIA RUBBER CO. OF CALIFORNIA,
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We protect the Jobber and our selling policy insures a fair margin of profit for the wholesale trade.



Pennsylvania Rubber Company Announce the Safest and Longest Wearing Bicycle Tire Ever Known

VACUUM CUP Bicycle Tires

They Absolutely Prevent Skidding and Carry an Unqualified Season's Guarantee.

These tires are moulded with a series of cup shaped projections. They exert a vacuum hold on wet and slippery pavements. Slipping in any direction is impossible. Speed is in no way retarded, because the rolling of the wheel automatically and instantaneously releases each little cup by lifting one edge first.. In soft mud these tires sink down and exert a better hold on the road than any other type of non-skid.

Pennsylvania Vacuum Cup Bicycle Tires are difficult to puncture because of the extra thickness afforded by the cups.. They are guaranteed for—service.

They do away with the greatest of bicycle worries—tire trouble.

Made by an Independent Company Sold by Independent Dealers

For our Jobbing Trade, season 1912, we have samples and prices of our complete line of Bicycle Tires. To this popular priced line we have added the new Vacuum Cup Tires quoted above and also the No. 90, a special high grade tire made in either smooth or corrugated tread.

Jobbers will please note that our line of Bicycle Tires for 1912 covers eleven different grades.

We market our tires exclusively through the jobbing trade.

Trade supplied by Simmons Hardware Co., St. Louis; Hibbard, Spencer, Bartlett & Co., Chicago.

Pennsylvania Rubber Company

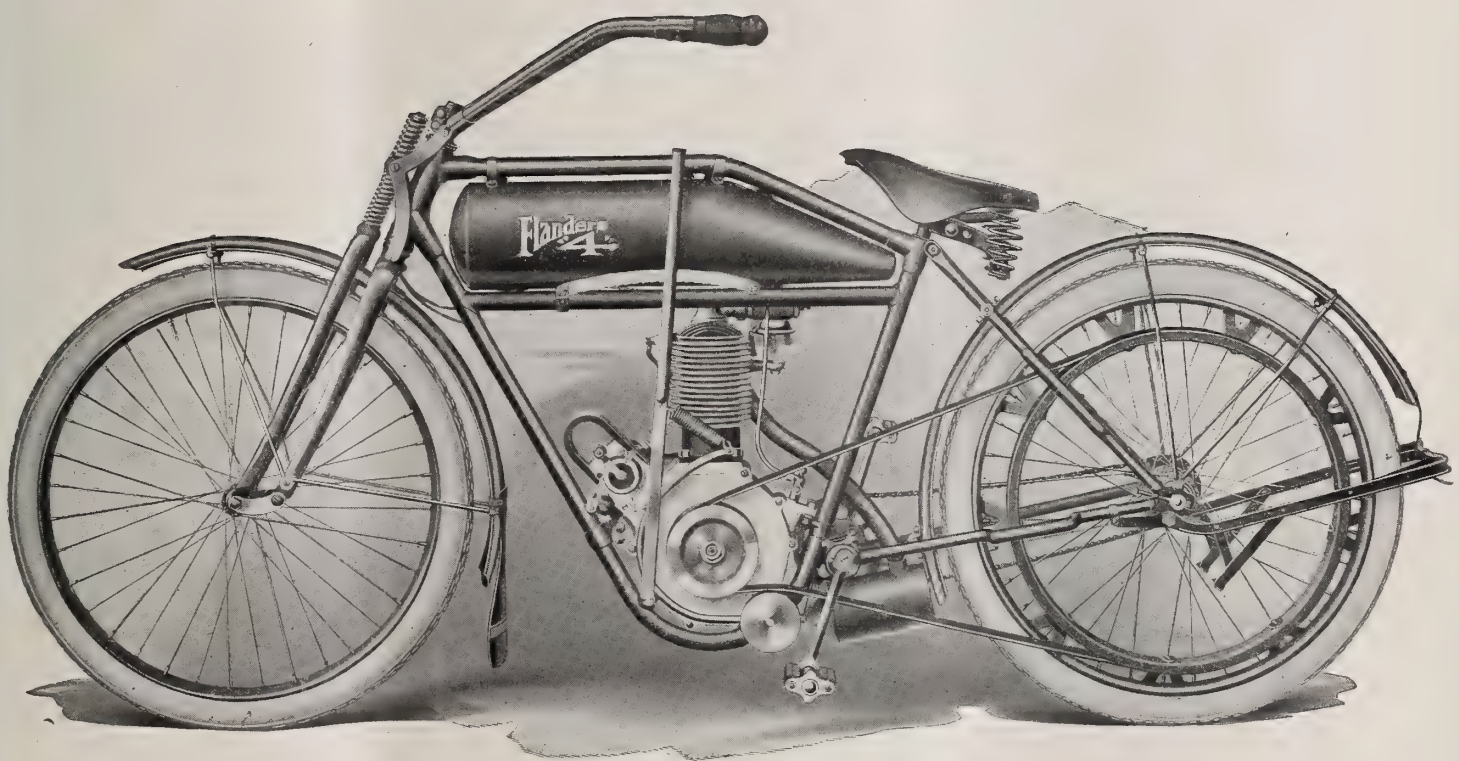
JEANNETTE, PA.

BRANCHES :

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1241 Michigan Avenue, Chicago, Ill.
505 Liberty Avenue, Pittsburgh, Pa.
259 Jefferson Avenue, Detroit, Mich.
512-14 Mission Street, San Francisco, Cal.
930 S. Main Street, Los Angeles, Cal.
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FLANDERS

"4"



$175

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FLANDERS MANUFACTURING CO.

Pontiac, Mich.

How Many Miles Per Dollar Are You Getting?

NATIONAL OFFICERS

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FRED I WILLIS
BOX 133 INDIANAPOLIS IND

SECRETARY-TREASURER
G. B GIBSON
24 MAIN ST WESTBORO MASS

CHAIRMAN MEMBERSHIP COMMITTEE
E M. ESTABROOK
76 LINCOLN ST., BANGOR, ME

Federation of American Motorcyclists
OFFICE OF COUNTY COMMISSIONER
WALTER S. TRIPP 513 FOURTH ST. SIOUX CITY, IOWA

ALLIED WITH THE
AMATEUR ATHLETIC UNION
AND THE
NATIONAL CYCLING ASSOCIATION

REGISTERED REPAIR SHOPS IN ALL PRINCIPAL CITIES IN THE UNITED STATES

Sioux City, Ia., July 14, 1911.

Diamond Rubber Co.,

Akron, Ohio.

Gentlemen:-

Early this spring I purchased an Excelsior Twin, equipped with Diamond Studded tread tires, and I am sure you will be interested to know of the remarkable service and satisfaction these tires have given me.

So far this season I have ridden 6,278 miles, by my Standard, over all kinds of roads, including gravel, cinder and gumbo, and have had but one puncture.

I have preached "Diamond" strong to the boys here, and those who "got wise" are getting the same satisfaction that I am. I can assure you that as long as I ride a motorcycle, it will be Diamond tires for me.

Yours sincerely,

W. S. Tripp

Mr. Tripp has gotten 6,278 miles from

Diamond Motorcycle Tires

He has had only one puncture.

And his tires are good for thousands of more miles.

Try it yourself. Keep a record of the miles you get per dollar. You'll find Diamond Motorcycle Tires the most economical tires.

Most Miles per Dollar
And speed if you want it
—from Diamond Motorcycle Tires.

THE DIAMOND RUBBER COMPANY, Akron, Ohio

Sales Houses and Service Stations in 54 Cities. One of them is close to your dealer.

A 9 REINFORCED
BRACKET PULLEY-RIM

WITH THE BRACKETS FORMED INTEGRAL WITH THE RIM

Manufactured in both V and Flat Belt design and in standard dimensions. This rim is sturdy and neat in appearance.

BLUE PRINTS FURNISHED UPON REQUEST

Owing to the demands of the trade for a rim somewhat heavier, we are now manufacturing the well known and very popular Inverted Bead type of wheel rim out of 15 gauge stock.

MUD GUARDS AND TUBULAR PARTS
IN STANDARD AND SPECIAL DESIGNS

We have supplied the trade with parts since the inception of the industry. Our products have always proven to be dependable and meritorious. That's the reason we still supply motorcycle and bicycle parts to practically all the manufacturers.

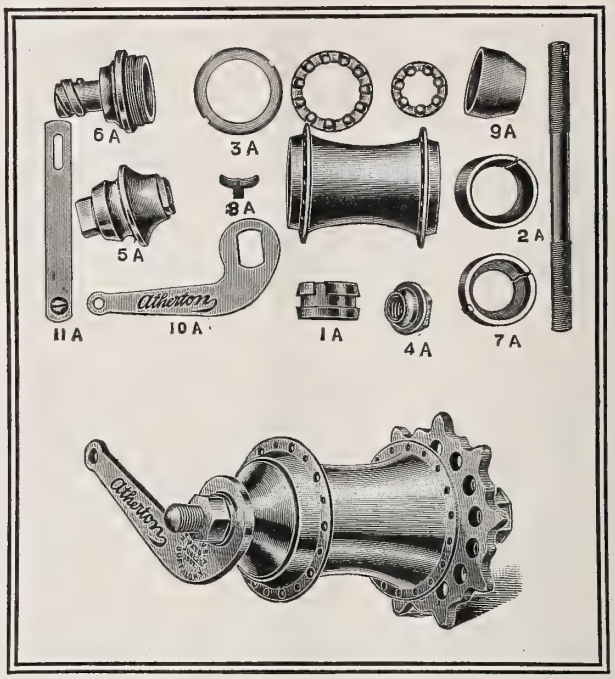
THE STANDARD WELDING COMPANY
ELECTRIC WELDING PIONEERS
CLEVELAND

L. F. McCLERNAN
People's Gas Building
CHICAGO

L. F. McCLERNAN
Ford Building
DETROIT

L. P. ROCKWELL
U. S. Express Building
NEW YORK

Greater Development and More Simplicity



mark another advance in coaster brake construction, as exemplified in the

CONCAVE ATHERTON

More efficiency, with longer life, appeals to everyone, and this is the brake that can show both cause and effect so far as these qualities are concerned.

IT AFFORDS { **Perfect Braking — Absolutely Free Coasting**
Genuine Satisfaction and a Desire to Live Longer

Get the Up-to-Date Coaster Brake While You Are About It

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors
48 Warren Street, NEW YORK
Licensed Coaster Brake Manufacturers

DAYTON BICYCLES

are sold under our

Positive Five Year Guarantee

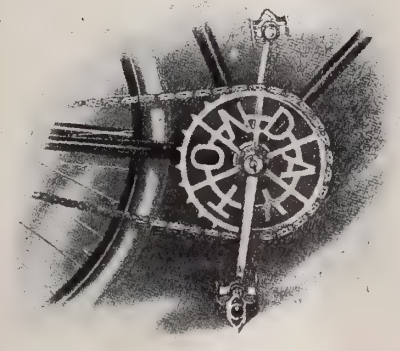
¶It is a great help to the Dealer in making a sale to explain our FIVE YEAR GUARANTEE. A confidence is at once created in the purchaser's mind and the guarantee not only "boosts" the sale—it "clinches" it.

¶Then it is a source of security and satisfaction to the dealer to know that the manufacturer of the goods he is selling is behind him ready and willing to "make good." Under this policy not only is the dealer satisfied, but his customers are satisfied customers.

¶To this, Mr. Dealer, add DAYTON-Attractiveness and DAYTON-Quality and you have some of the reasons why

Dayton Bicycles Sell and Satisfy

¶You can't afford to have the DAYTON Agency in your town in any hands but your own.



THE QUALITY MARK

Write us for our Agency Proposition.

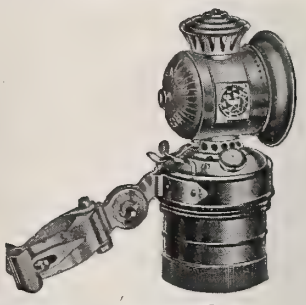
The Davis
Sewing Machine Company
DAYTON, OHIO

See the

"BRIDGEPORT" PUMP AND LAMP LINE

Before Placing 1912 Orders

HERE are a few of the leading products made by Bridgeport Brass Company. We have been building bicycle and motorcycle pumps and lamps and automobile pumps, ever since the inception of these industries. Our products are Standard. We advertise them. They sell quickly and the prices are "right." Be sure to include our goods in your 1912 stock—it will not be complete without "Bridgeport" sundries. Write for catalogue and particulars.



"SEARCH - LIGHT" BICYCLE LAMP

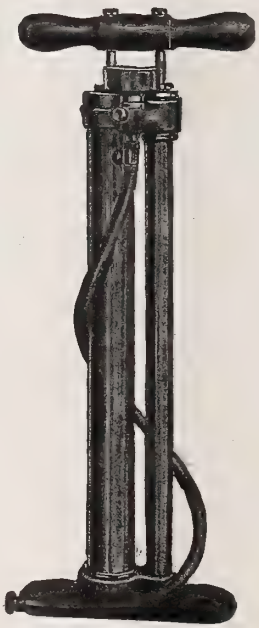
"Search-Light" Bicycle Lamp

The improved "Search-Light" gas lantern is the most popular and successful bicycle lamp on the market. Simple and easy to operate; no complicated parts—no wrench or tools necessary. Adjusted to any angle. Attached to either head or fork. Burns gas and is absolutely gas tight. Won't jar out. Beautifully finished, throws a powerful, brilliant light. List price $2.50. Packed one each in pasteboard box.



CROWN AUTO PUMP

Single action. A very desirable pump for small tires. Cylinders made of seamless brass tubing. Very powerful—withstands hard usage. List price $1.50.



ATLAS AUTO PUMP

Positively the best auto tire pump. Double cylinder, open top, compound. Seamless brass tube cylinders. No complicated parts. A very reliable, powerful pump with non-leakable joints and heavy base. Pressure gauge if desired. List price $4.00, with gauge $6.00.



No. 2 FOOT PUMP

A very popular foot pump. Seamless brass tube cylinder; polished, nickel-plated. Handle, black enamel. Nickel-plated cast base. List price 75c each.



No. 9 BICYCLE

An excellent seller. Made to fit tool-kit. Has protecting coil-spring and patent plunger expander. List price 20c each.



No. 12 BICYCLE

Telescope bicycle pump. Can be fastened to frame with clip. Very compact and powerful. Rubber tube and connection screws into handle when not in use. Cut shows clip attached. List price 65c each.



No. 931 MOTORCYCLE

Heavy seamless brass tubing including inner plunger tube. Powerful—easy working. Rubber tube and hose connection telescope into handle and barrel when not in use. List price $1.35.

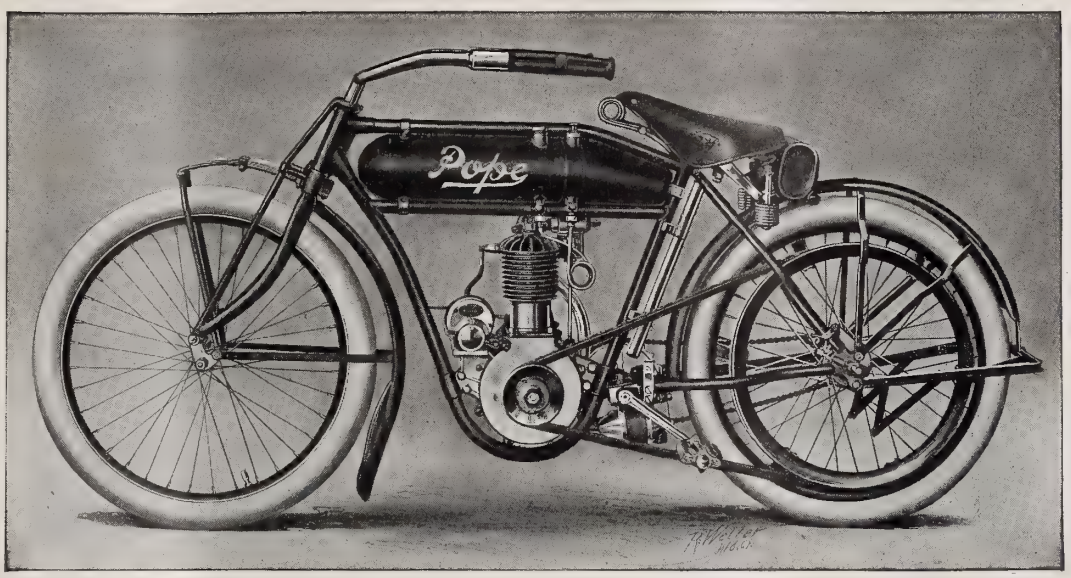
BRIDGEPORT BRASS CO. 116 Crescent Ave. **Bridgeport, Conn.**

The Pope Motorcycle

DEALERS EVERYWHERE DECLARE IT

A Pronounced Success

Sells for $175 with Magneto



Sells for $175 with Magneto

FIRST RATIONAL MACHINE ON THE MARKET. LOWER IN PRICE—LIGHTER IN WEIGHT—A MOTORCYCLE FOR THE MASSES.

Our Qualifications for Building Quality Motorcyles

EVERY BICYCLE DEALER knows that Pope methods have for years produced the finest bicycles and the most efficient automobiles. The Pope Motorcycle now being built in our big bicycle plant at Westfield, Mass., embodies in its design and construction the results of 34 years' experience in the manufacture of bicycles and over 15 years' experience in the manufacture of automobiles. All the resources of a specially equipped plant and all the skill and ingenuity of an experienced corps of engineers and designers have been concentrated on the production of this machine. The Pope Motorcycle excels because it is the result of Pope experience, Pope resources, Pope quality, Pope methods, and Pope s'ill It is the perfected product of a factory long famous for the quality of its output.

Big Opportunities for Dealers—Prompt Shipments and Quick Sales.

DEALERS ! Remember that this machine interests a vast number of people, whereas, other machines have appealed only to a comparative few.

Order a Sample Machine Now

Dealers in unassigned territory should send in their orders now for a sample motorcycle in order to give the machine a good tryout and get an idea of how many to order for another year.

READ THESE TESTIMONIALS

From our Camden, N. J., dealers—

I gave our demonstrator another pretty good test yesterday of 160 miles, which totals up over 500 miles altogether, and it has showed up remarkably well alongside of other makes, as regards endurance and speed.

One of the best makes of machines on the market came along yesterday and I made it run so long that the motor heated up and broke an exhaust valve off. My motor did not show any signs of overheating and I ran faster than he did. I ran for 30 miles at full speed and made all the riders open their eyes.

I am not afraid of any of the machines, even if they do cost $250. I told them I would run as long and go anywhere they would.

From our Quakertown, Pa., dealer—

The new Pope Motorcycle is fully up to my expectations. I have tested it thoroughly and severely with the best of satisfaction. I can speak very highly in regard to the machine. There is plenty of motive power to go almost everywhere and anywhere without the least bit of trouble. The Pope is a GOOD HILL CLIMBER. I have tested the machine on the hardest hill in this vicinity, about one-third of a mile long and very steep.

From our Columbus, Ind., dealer—

Have sold Pope Motorcycle, engine No. 75, to MISS JESSIE M. HAMMOND of this city.

Miss Hammond never rode a motorcycle until yesterday when she mounted her Pope. She made the trip of 20 miles with perfect ease, the roads being very dusty and heavy.

Please note that she weighs only 95 pounds and is THE FIRST LADY TO OWN AND OPERATE A MOTORCYCLE in this part of the country.

From our Macon, Ga., dealers—

We wish to say that the Pope is one of the best machines that has been to this town. I (the writer) went up a hill with a boy on the machine, that a lot of $225 machines can't pull. In fact it is well known that if an agent comes to town, we take him to this hill to see if he can make it, and if he can, the machine is O. K.

Send for Catalogue and Dealers' Terms.

THE POPE MANUFACTURING CO., Hartford, Conn.

In the heart of a virgin

forest there is a twenty thousand acre TUCKER reservation, where the finest, the choicest stock for bicycle wood rims is obtained by the Tucker Wood Work Company, from its own trees. No porous or rank growth such as is often found is used for TUCKER rims.

¶ From the TUCKER reservation the choicest strip blanks are forwarded to the TUCKER rim factory at Sidney, Ohio, where they are made into perfect bicycle wood rims—TUCKER rims!

¶ That is one of the reasons why—

Tucker Rims

HAVE QUALIFIED

THE TUCKER WOOD WORK CO., SIDNEY, OHIO

CHARLES WHITTEMORE, President
CLINTON LOVELL, Treasurer and General Manager

K & C Manufacturing Co.

MANUFACTURERS OF

CABLE ADDRESS
"LOCKJOINT"
Henniker, N. H.

K & C

LOCK JOINT WOOD RIMS.

HENNIKER, NEW HAMPSHIRE, July 29, 1911.

TO THE TRADE:

We take this time to thank the manufacturers and jobbers of the country for the liberal business given us the past season. The orders have been such that it has kept our factory running full capacity all the year. To those firms who offered us their Rim business (which we had to decline because booked for our full production for the year), we also extend our thanks. We are running twelve hours a day at the present time finishing up this season's orders. We close our plant August 15th to September 15th, 1911, to give our help a short vacation and to enable us to make necessary repairs.

We are now booking next year's business, having half our production already sold. We shall continue booking orders for the coming season until we have sold our full output. After we have done this we shall have to decline all business offered.

Our past year's business shows a great increase and demand for rims of small sections for both racing and road work. Our specialty is small sections for all sizes of tires, made possible by our celebrated K & C Lock Joint. In former years we have never sold over one thousand (1000) pairs of Rims for racing wheels, while the past season we have sold five thousand (5000) pairs of our section 7/8–3/4; and more than five thousand (5000) pairs of our section 1 1/8–1.

Have you ever purchased our Rims and used our different sections manufactured as follows—

2" — 1¾"	Motors
1¾" — 1⅝"	Tandems
1⅝" — 1½"	Heavy Road Work
1½" — 1⅜"	Regular Road Work
1⅜" — 1¼"	Road Racing
1⅛" — 1"	Road Racing
⅞" — ¾"	Track Racing

Our K & C Lock Joint Rims give riders pleasure and once used no other rim is satisfactory.

It is the rim of quality in manufacture and finish. We shall be pleased to receive and book your business for the coming year until our full production is sold.

Yours very truly,

K & C MANUFACTURING CO.

England Vanquished World Now Bows to Blue Streaks



Jake De Rosier

Jake DeRosier on Blue Streak Tires takes two out of three heats in the match-races with England's crack rider, C. R. Collier, at Brooklands Track, Weymouth, England, on July 15th.

It's all over. Jake wins, beating the Englishman on his own track. The match was run in three heats. The first heat, 5½ miles, won by DeRosier; second heat, 13½ miles, won by Collier; third, a distance of 27 miles, won by DeRosier, through the most terrific continuous riding ever witnessed, some of the laps showing speed of 85 miles an hour.

Tires Solid as New

85 miles an hour—three nerve-racking, tire-killing races—an aggregate of 46 miles and at the end of it all, tires probably as good as they were **at the crack of the pistol.**

The same kind of quality was shown when Goodyear Blue Streak Motorcycle Tires won 13 out of 15 races, July 14 and 15, in the F.A.M. National Event at Buffalo, N. Y.

GOODYEAR
Blue Streak Racing Tires
Stock Motorcycle Tires

The Goodyear Habit

Goodyear Motorcycle Tires are winning not only on every **track** in the country, but on every **road** on which they are **ridden.** To **win** has become a **fastened habit** for Goodyear Tires.

The Reason Why

The greater endurance and speed possessed by these tires is due to the way they are **made** and the **things** they are **made** of. **Back** of every Goodyear Motorcycle tire there is 12 years of successful automobile tire building experience; and **in** every tire the best grade of rubber and fabric that money can buy, fashioned into **perfection** by the world's greatest tire experts. Yet these premier tires while they cost **less** to maintain cost you **no more than other kinds.**

A Tire for Every Road

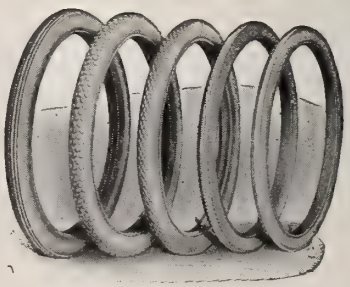
In specifying Motorcycle Tires, remember that a tire gives better service when it is adapted to the road condition most frequently encountered; remember, too, that there is a Goodyear built for **every** road condition, and specify one of these:

1. Goodyear Corrugated Tread Tires—For the average give-and-take road.

2. Goodyear Studded Tread Tires—For mud, sand, snow and ice travel.

3. Goodyear Non-Skid Tires—For city pavements. Adopted by Chicago police department.

4 and 5. Goodyear Blue Streak Racing Tires—Hold all world's records; one tire for dirt tracks, another for cement or board.



1 2 3 4 5
The Goodyear Quintette

Send for "Tires of Old War Horse" The most interesting booklet ever written about motorcycle tires. Grips interest to the end. Also safeguards you against tire loss. Write for it tonight.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 of the Principal Cities (386) *We Make All Sorts of Rubber Tires*

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, July 29, 1911. No. 19

GETS VALUABLE AMERICAN RIGHTS

Musselman Returns from Abroad with Brown & Barlow and Appleby Contracts—Trade Observations.

Having picked up not only some "very valuable trade information" but also two valuable foreign contracts, by which he is given the exclusive American sales agency for Brown & Barlow carbureters and for Alfred Appleby chains, A. J. Musselman, president of the American Motor Cycle Co., of Chicago, Ill., has returned from Europe after a sojourn of several months. The Brown & Barlow carbureters, made by Brown & Barlow, Ltd., of Birmingham, England, in addition to being used as equipment on a large proportion of the principal English motorcycles, are extensively used on American machines, being supplied as regular equipment or option by some manufacturers and also being sold as an accessory specialty. Although there is more than one "Appleby" chain made in Birmingham, it is the real "Alfred Appleby" chain, made by Alfred Appleby Chain Co., Ltd., Birmingham, for which Musselman has obtained the American rights. Both the carbureter contract and the chain contract are with A. J. Musselman personally.

"In England the motorcycle business is exceedingly good," he said, in speaking of his observations, "and from a mechanical standpoint I am inclined to think that, taking all the makers as a whole, they are somewhat in advance of us. In Germany the motorcycle business does not seem to be good at all. Very few ride machines. Hower, the bicycle business all over the Continent is very good. In France the motorcycle business is just fair. While abroad I interviewed probably 25 manufacturers in the motorcycle and bicycle line, and visited two tire factories, so that altogether I got a pretty broad view of what they are doing on the other side."

Davis Sued by New Departure.

The New Departure Manufacturing Co., of Bristol, Conn., has instituted suit in the United States Circuit Court, Southern District of Ohio, against the Davis Sewing Machine Co., of Dayton, Ohio, claiming infringement of its Townsend coaster brake patent No. 850,077. A similar suit already is pending against the Forsyth Manufacturing Co., of Buffalo, N. Y.

Guthrie Now Standard Welding Manager.

P. W. Guthrie has been appointed secretary and general manager of the Standard Welding Co., of Cleveland, to fill the vacancy caused by the death of W. S. Gorton. Mr. Guthrie previously was identified with the Republic Iron and Steel Co., of Pittsburg, which is equivalent to saying that he is well versed in the metal industries.

New $100,000 Company Incorporated.

The Western Bicycle and Motorcycle Company, of San Francisco, Cal., has recently been incorporated for $100,000 with the following directors: Frank M. Jones, R. M. Thompson and E. W. Adams.

Pullman Takes on the Wagner.

The Wagner motorcycle now has an agency in Louisville, Ky. P. E. Pullman, of Barrett street and Broadway, has secured the contract. Pullman also handles the Indian and the Detroit.

Brinkmann Leaves Bosch Company

The Bosch Magneto Company announces that H. Brinkmann, who was manager of their San Francisco branch, has severed his connection with the company.

CLAIMS, NOT PATENTS, INVOLVED

Decision in Robinson-Copeland-Townsend Matter Affected Only Interference Case—Patent Office Upheld.

It was not, after all, the Robinson coaster brake patent that was sustained by the Court of Appeals of the District of Columbia, as was reported in last week's Bicycling World and Motorcycle Review. As a matter of fact, no patent was sustained because it was not a patent, but merely points involved in an application for a patent, that were at stake. In other words, it was an interference case, in which the applicants concerned, Robinson, Townsend & Copeland were battling for certain coaster brake features, twelve in number, which were claimed by the three inventors.

The fight previously had been waged in the Patent Office, where the Commissioner decided that Robinson, who had assigned his rights to the Miami Cycle & Manufacturing Co., and Copeland, who had deeded his application to the New Departure Manufacturing Co., were each entitled to six of the disputed claims; neither side was satisfied with this ruling and carried the matter to the District Court of Appeals, which upheld the Patent Commissioner.

Unfortunately, in publishing this decision last week the Bicycling World and Motorcycle Review inadvertently omitted the first paragraph of the decision and thus changed the real complexion of the situation, the idea being conveyed that the issued and well known Townsend patent, No. 850,077, granted April 9, 1907—under which the New Departure company has filed several suits for infringement—was at stake and had been upset, when nothing of the sort had occurred. The Court merely decided, as

stated, that Robinson and Copeland each had proved their right to six claims, the result, which has been pending for so many years, thus being in the nature of a drawn battle. Townsend's contention that he was the prior inventor of the claims awarded Copeland by the Patent Office was not upheld.

"Blue Streak" Lightning Everywhere.

Scarcely had the last skyrocket flared and faded on the recent "Fourth," before telegrams and letters began to pour into the Goodyear Tire & Rubber Company's office at Akron, O., telling of the triumphs of Goodyear motorcycle tires. At the Indianapolis state fair grounds, where President Taft was a spectator, Baker, riding a 7 horsepower Indian equipped with Goodyear "Blue Streak" tires, captured three firsts, breaking the state dirt track record in both the ten mile and five mile events for the second time in two days. These tires were the same that carried him the day previous, when he won four firsts.

At Ft. Wayne, Ind., Goodyear tires were first in every one of the nine events run. Anderson, with Blue Streaks under him, took all of five open events at Elizabeth City, N. C., the same day, while at Lima, O., Charles De Salvo, with a similarly equipped motorcycle, took four firsts.

Two races went to Blue Streaks in the Birmingham, Ala., meet, as did both of the two big races at Richmond, Ind. Baltimore, Md., San Antonio, Tex., Toledo, O., and Omaha, Neb., were also the scenes of numerous victories for Goodyear motorcycle tires.

Motorcycle Helps to Heal the Sick.

The motorcycle as a means of delivery for retail merchants is a system that is bound to be used more generally as time goes on, and is particularly adaptable for the use of druggists when prompt delivery is necessary, because the saving of a minute or two often does much to alleviate the suffering of the sick. Realizing this fac, a druggist in Seattle, Washington, several months ago purchased a Harley-Davidson motorcycle as an experiment, to see if it would work out satisfactorily as a special delivery proposition. It proved so satisfactory that another machine has recently been purchased and announcements have been sent out to their customers reading something like this: "Better service than ever. We now have two motorcycles in our delivery department. Quick day and night service to any part of the city."

"T. T." Winners Get Bosch Prizes.

In keeping with their usual custom of recognizing the efforts of riders in important events, the Bosch Magneto Company, Ltd., London, England, awarded the winners of the Senior and Junior Tourist Trophy Races $125 each; also $50 to those finishing in second place in each of the two races.

HARRIS HOME WITH NEW LINES

Obtains Brooks Saddles and Perry's Chains for America—Meets King George—Tells of His Trip.

Returning from Europe with the news that the has secured the American distributing rights for Brooks saddles and Perry's chains, D. P. Harris, head of the D. P. Harris Hardware Co., of New York, distributor to jobbers and wholesalers, arrived at his desk on Thursday of this week, 27th inst., well tanned from his journey and considerably heavier than when he sailed away last May. His securing of these two well known English lines is of no little importance to the cycle and motorcycle accessory trade, since Brooks saddles for bicycles and motorcycles have long been favorably before the trade, and Perry's chains are by no means new in the United States, having at one time enjoyed a great vogue on American bicycles.

Harris intends to keep an ample stock of Brooks saddles and Perry's chains at his warehouse in New York, where they will be available for immediate delivery to the trade. Heretofore Brooks saddles, which are made by J. B. Brooks & Co., Ltd., of Birmingham, Eng., in the American distribution have been handled chiefly through Brown Brothers, of London, but the latter concern has relinquished the American distribution in favor of Harris. By keeping a large stock on hand at all times, he will be able to supply orders promptly and eliminate the long delays in correspondence, transportation and in the getting of goods through the custom house that is entailed in doing business with a house that is across the sea.

The same amplitude of stock and the same prompt delivery will obtain in the case of Perry's chains, which are manufactured by Perry & Co., Ltd., of Birmingham. So popular at one time in America were Perry's chains that their manufacture, under license from the British company was carried on at Waterbury, Conn., by the Anglo-American Cycle Fittings Co. At present they are among the most prominent of British chains, and are in use all over the world.

"The plant where they make Perry chains, in Birmingham," said Harris, "is one of the biggest factories I ever saw. You could take any ordinary plant and lose it in one corner of the Perry establishment. The Brooks saddle factory, also is surprisingly big and complete."

In company with Homer P. Snyder, of Little Falls, N. Y., Harris left New York on the Lusitania, on May 31, and went directly to Paris. He found Paris "very busy and very full of bicycles," and its allurements were such as to make him remain there during the days originally intended for a trip to St. Petersburg and Moscow. Instead he went to Germany.

"Conditions in the cycle trade in Germany, after a period of dullness, have improved wonderfully in the last year or so," he said. "In the big cities, like Berlin and Hamburg, there are not many bicycles in evidence. They are like New York in that respect. But I was told that in the smaller cities and the rural districts the bicycle is coming into great favor again, just as is the case in the United States."

After visiting Belgium, Harris went to England in time for coronation week. As the special representative of an Episcopal church in Nova Scotia, in which he takes an active interest, he was delegated to thank King George V for a gold bible that the latter, as the official head of the Anglican Church, presented to the Nova Scotians not long ago on the occasion of the celebration of their 300th church anniversary. This mission rewarded him with the opportunity to be presented to both King George and Queen Mary, and he has brought back with him "the ahnd that shook the hand" of King George. He will take it to Atlantic City, N. J., in time for the big cycle trade convention in that city on August 1-4, where members of the trade will have their opportunity "to shake the hand that shook the hand" of England's monarch. After the convention he will return to his summer home in Nova Scotia for about two weeks.

Terre Haute Dealers' Picnic.

Admiral Edmund Tetzel, Sr., in his launch, the "Sport," entertained the bicycle and motorcycle dealers and repairmen of Terre Haute, Ind., together with visiting traveling salesmen, at their annual picnic on the banks of the Wabash, Wednesday, July 19th. Pilot Edmund Tetzel, Jr., after running the boat amuck a few times, landed at the picnic grounds, where a ball game was held between the local dealers and the traveling men. The local dealers were in good form and the traveling men, having grown old in the service and to large proportions by high living, were unable to take the stand against the local dealers. The Terre Haute boys had plenty of gasoline as well as bi-products and the day was very enjoyably spent. The Terre Haute Bicycle Dealers' Association is composed of all the tradesmen in Terre Haute and is a live organization.

Even the Hens Gaze in Wonder!

Two motorcyclists coming over the crest of a rise, with a joyful expression on their faces, suggesting freedom from tire trouble, are the subjects for a handsome colored poster being sent out by the United States Tire Co., New York City. United States tires of course are conspicuous equipment on the wheels, and the riders look hugely contented with all the world as they flash by, while a little girl and a flock of hens by the roadside gaze in wonder.



From the firing of the starting gun on Wednesday, August 1, to the time the finish line is crossed on Friday the 4th, the fifth annual meeting of the Cycle Trades Industries in Atlantic City promises to be one of the most interesting meets, if not eclipsing all others yet held. Representatives of the Cycle Parts and Accessories Association, the National Cycle Jobbers Association, the Motorcycle Manufacturers Association and the Bicycle Manufacturers will be present, and it is expected that the attendance this year will exceed all previous records. The headquarters will again be at the St. Charles Hotel, and present reservations, it is reported, call for the capacity of that house, hence many will have to find accommodations at some of the near-by hotels.

The start will be signaled on Tuesday afternoon at 3 o'clock, with the meetings of the bowling committee, the baseball committee and the ladies' entertainment committee. At 8 p. m. there will be an informal dance and other amusements on Steeplechase Pier. The Pier has been greatly enlarged during the past year and many new attractions added. The next day, Wednesday, the fun starts at 3 p. m. with an informal reception for the ladies in the parlors of the St. Charles Hotel. Bridge whist and euchre will be played and prizes given. At 8 p. m. a bowling contest will take place at Sweeney's bowling alleys, and cups are offered for the highest individual score, the second highest, and one for each member of the winning team. The committee has arranged for the exclusive use of the entire second floor of Sweeney's Academy for the evening, and here may be found shuffle boards, table bowling alleys, billiard and pool tables and other games, so that the ladies and the gentlemen who do not bowl can spend a pleasant evening while the bowling contest is on.



RALPH D. WEBSTER
President Cycle Parts and Accessories Association

The business end of the meet will start on Thursday at 10:30, when the various associations will hold their meetings. In the evening the visitors will have a theater party at Nixon's Apollo Theater, followed by a midnight banquet at the St. Charles, with an entertainment by the Southern Colored Quartet. Friday morning will see a base ball game, followed in the afternoon at 2:30 with the joint meeting, with addresses and the question box.

The program in detail follows:

Tuesday, August 1st.

3 P. M.—Meetings of the Bowling, Baseball and Ladies Entertainment Committees.

8 P. M.—Informal dance and amusements on Steeplechase Pier.

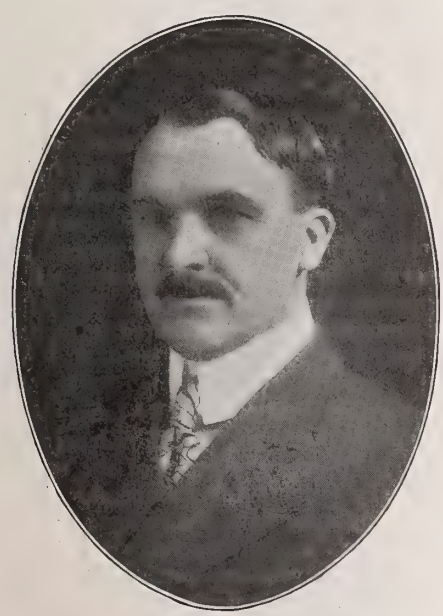
Wednesday, August 2nd.

3 P. M.—Informal reception and card party for ladies only, in parlors of St. Charles Hotel. Bridge whist and euchre will be played and prizes given.

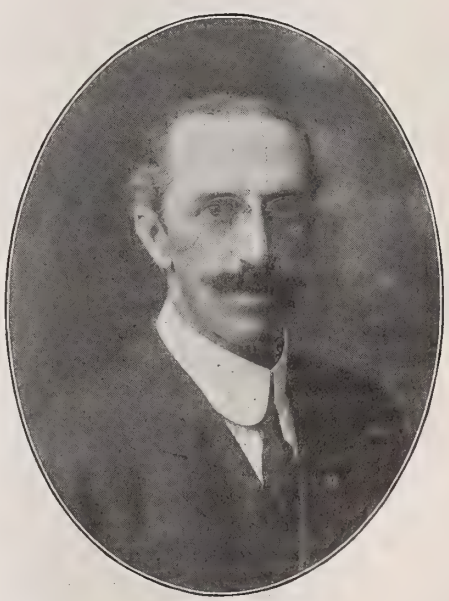
3 P. M.—Meeting of Committees of C. P. A. and N. C. J. A.



P. R. ROBINSON
President National Association of Bicycle Jobbers



E. S. FRETZ
President Motorcycle Manufacturers' Association



W. J. SURRE,
Chairman C. P. A. A. Committee of Arrangements

8 P. M.—Bowling contest, at Sweeney's Academy. Cup for highest individual score; second highest and each member of winning team. Teams to consist of five members, each to be selected from the parts makers, jobbers, motorcycle manufacturers, bicycle manufacturers and traveling men.

Thursday, August 3d.

10:30 A. M.—Meeting Cycle Parts and Accessories Association, held in Room "A," St. Charles Hotel.

10:30 A. M.—Meeting National Cycle Jobbers Association, held in Room "B," St. Charles Hotel.

10:30 A. M.—Meeting Motorcycle Manufacturers Association, held in Room "C," St. Charles Hotel.

8:15 P. M.—Theatre party, Nixon's Apollo Theatre. Richard Carle, in "Jumping Jupiter."

11:30 P. M.—Midnight banquet, St. Charles Hotel.

Friday, August 4th.

10.00 A. M.—Baseball game at Inlet Baseball Park. Bicycle and Motorcycle Manufacturers vs. Parts Makers and Jobbers.

2:30 P. M.—Joint meeting held in Room "A," St. Charles Hotel. Chairman, W. H. Crosby, The Crosby Company.

Speakers.

"Organization," T. James Fernley, Secretary-Treasurer, National Hardware Association of the United States.

"The Bicycle, Past and Present," Colonel George Pope, The Pope Manufacturing Company.

"The Future of the Motorcycle," K. R. Jacoby, Miami Cycle & Manufacturing Co.

"Trade Conditions in the South," C. L. Elyea, The Elyea-Austell Co.

"Trade Conditions in the Middle West," R. J. Leacock, The R. J. Leacock Sporting Goods Co.

"Let Us Get Together," Keyser Fry.

The Question Box will be placed at headquarters in the St. Charles Hotel, and every one is invited to deposit, with or without signature, any question of trade interest. Every one is requested, on arrival, to register at headquarters, where the official badge and tickets for the various entertainments will be given out.

Tacoma Dealers Report Business Good.

F. M. Bailey, one of Tacoma's pioneers in the motorcycle and bicycle business, having been established since 1903, is still handling the "Indian" machine. He is now located at 919 Tacoma avenue, and always extends a warm welcome to all motorcyclists, regardless of the make of machine they ride.

The Pierce Motorcycle Agency is located at 764 "C" street, with F. R. Bunker manager. While this firm have been in business but five months in "The City of Destiny," they report a splendid and growing business and a bright prospect for the coming year.

SECOND MEETING OF DEALERS

Prominent Members of the Trade Attend and Hear Counsel's Report on Proposed Garage Bill.

Further progress toward the organization of the Motorcycle Dealers' Association of Greater New York was made at a meeting held at 2308 Broadway, Wednesday evening, 26th inst. Eleven of the leading dealers were present and Amos Shirley presided, while H. A. Gliesman read the minutes of the first meeting. These were approved as read. Mark Eisner, counsel for the dealers in their fight against being included in the proposed garage law, spoke on the developments of the situation since the hearing before the Municipal Explosives Commission.

It was brought out that the commission had decided to force through at all costs, and regardless of opposition, the section requiring garage superintendents or foremen to be licensed, as it was the sentiment of the commission that the safest way to protect the city from garage fires was to have the establishments in charge of responsible and competent persons. Eisner read to the meeting the brief which he has filed with the commission, protesting against the inclusion of motorcycle establishments in the garage law. The line of his reasoning was the close margin on which the sale of motorcycles is conducted —the unprofitableness of repair shops—the ruinous increase in expenses which the proposed law would inflict on dealers and which could not be shouldered on customers, because they are unable to bear it—that the danger from gasoline is very small, as no dealer keeps it for sale, and the quantity in machines on storage is hardly a cupful, and in many cases none—and because the State automobile law exempts them. He contended that motorcycle establishments should be governed by a separate set of ordinances, formulated with regard to the existing conditions.

Counsel's presentation of the case in his brief was favorably received by the dealers, who unanimously expressed the opinion that their case was being ably handled and that prospects were bright for securing exemption from the proposed garage ordinances. The expense of counsel will be borne pro rata by the dealers. The following committees were appointed to report at the next meeting: Nominations—H. F. Bidwell, chairman; G. Rotholz, F. B. Widmayer. Constitution and By-Laws—H. A. Gliesman, chairman; E. C. Kicherer, A. Scaison. It was the sense of the meeting that all applicants for membership in the association must have a store, and have the agency for a motorcycle; second hand dealers exclusively are not eligible. H. F. Bidwell, in behalf of F. A. Baker & Co., offered the use of a club room above its uptown store for meetings. The offer naturally provoked a vote of thanks, but it is probable that for the present at least, the dealers will continue to meet at the Brau Haus. It was decided to make a final effort to secure the attendance at the next meeting of several leading dealers of New York and Brooklyn, who had, it was stated, promised to be present at Wednesday's gathering, but who failed to appear. Permanent organization probably will be effected at the next meeting, Wednesday, 2nd prox., at 2308 Broadway, at 9 p. m.

Rules of Grand Central Palace Show.

Manager S. A. Miles, of the National Association of Automobile Manufacturers, has sent out the following synopsis of the rules which will govern the Twelfth Annual Automobile Exhibition, to be held at the Grand Central Palace, New York, January 10th to 17th, under the auspices of that association, and which will include motorcycles and accessories:

Available Exhibits.—The exhibits will consist of commercial and pleasure vehicles in separate sections, motorcycles and accessories.

Division of Space.—The central spaces on the main and second floors will be given up to pleasure vehicles, the wall spaces on the same floors to commercial vehicles. The motorcycle and accessory sections will be on the third floor.

Price of Space.—The price of space, which will include floor covering, railing, signs, furniture, decorations, police, watchmen and janitor service, will be $1.25 per square foot.

Rebate.—One-half of the net proceeds will be returned to exhibitors in proportion to the amount of their space rental.

Allotment.—Members of the National Association of Automobile Manufacturers, Inc., will be first served. Members of the Automobile Board of Trade will come next, the unorganized makers last. The executive committee of the National Association of Automobile Manufacturers, Inc., will classify the applicants who, subject to such classification, will draw for space. The first allotment will take place on Wednesday, October 4th, and any exhibitor will have the right to be present and make his own selection.

Uniformity.—The management will, as usual, undertake the complete decoration and equipment of the building, so that all the exhibitor will be required to do will be to place his goods in position.

Tickets.—The general admission will be 50 cents. A special form of invitation will be provided for exhibitors who desire to distribute tickets among their friends.

Dealers.—Any bona fide dealer who represents an exhibitor will be furnished with an agent's badge, which will admit him at all times.

Insurance.—The usual provision is made against the use in the building of gasoline, acetylene, or explosives, and against injury to the building. No flash lights will be used nor will smoking be permitted.

Hours of the Show.—The show will open on January 10th at 8 p. m. On other days, exclusive of Sunday, it will open at 10 a. m. and will close at 10:30 p. m. daily.

Application Blanks.—Diagrams and application blanks will be mailed to the trade not later than September 1st, and possibly at an earlier date. Applications, to be considered in the first allotment, must be in the hands of the management not later than the last day of September.

Splitdorf Brings Out Two New Motorcycle Magnetos

Way back in 1906 the first Splitdorf motorcycle magneto was fitted to a machine which was ridden around New York City by a pioneer motorcyclist, and as the battery ignition system was then in its prime, the new electrical system created not a little furore among motorcyclists who saw it. While Europen motorcycles had used magnetos before that, this probably was the first application of the magneto to an American motorcycle, for no domestic machine made at that time was equipped with a magneto, battery ignition being universally used.

From that experimental instrument of five years ago, there was born a long and unremitting series of research and tests which have found their culmination in the finished 1911 instrument, which C. F. Splitdorf is offering in commercial form for the first time, in two models for single and twin cylinder engines. Both models are of the same general type, differing only in essential details peculiar to their individual application, and are said to represent the very latest ideas in motorcycle magneto design and construction.

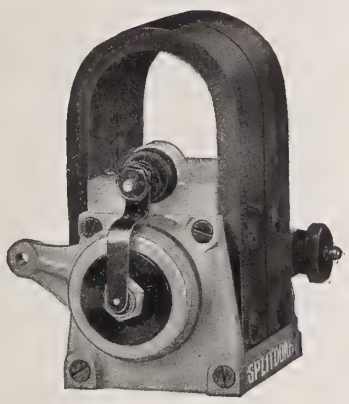
Both the single and twin cylinder instruments are of the true high tension type with primary and secondary windings on the armature. While in external appearance both models bear a close resemblance, naturally the shape of the armature of the twin cylinder magneto differs from that of the single instrument. The former is made in two forms for V engines, with cylinders set at 42 and 45 degrees respectively.

Among the distinct advances claimed over existing types of motorcycle magneto are a centrifugal circuit breaker, a contact roller with movable working surfaces, large exterior insulated surfaces tending to reduce short circuiting by mud or water, alternative positions for the brushes to harmonize with the engine mounting of certain twin motors, and ample lug surface for attaching the magneto to the motor base. Both models are light and compact and are said to weigh only 8¼ pounds.

For the contact maker a flat, curved breaker-lever is used. It is pivoted about two-thirds of the distance from its contact end and carries a four-faced roller on its short arm. The contact end of the lever is bent at right angles to carry the platinum point; otherwise the lever is parallel to the plate on which the whole device is mounted. The short arm of the lever is weighted at its end, the four-faced roller and a lower link forming this weight. This link, supporting the roller and connecting with the broad pivot, is, in company with other moving parts of the magneto, fitted with ample means for proper lubrication.

The adjustable platinum point is borne in a carrier, and the entire contact mechanism is carried on a brass plate, which is driven by four pins, fitting into grooves in a collar attached to the armature spindle and held in place by the hexagon headed screw, in the center. The contact spring end fits into a slot between the faces of the roller at one end and abuts against a post on the plate at the other. The action is as follows:

As the armature rotates, it carries with it the contact maker; as the short or heavy end of the contact lever passes over the cam surface on the interior of a ring casing which surrounds the contact maker,



it is lifted by the cam depressing the roller and causing the platinum points to be separated. When the cam surface has been passed over, the spring, assisted by the centrifugal action of the weighted arm, causes an instantaneous "make" or contact of the points and an adherence to that position until the next cam acts on the roller. At high speeds only is this centrifugal action depended on, so that the spring is very light and comes into action only at the lower speeds. The change of face on the roller is made with the fingers only, turning the roller until the end of the spring falls into the next notch between two faces, thus presenting a new surface to the cams.

Against the hexagon head of the contact breaker attaching screw are two brushes of electrolytic carbon, fitted in the cover plate. To these is electrically connected a curved tongue-piece, which leads to the condenser in its housing above the pole pieces through a spindle fitted with lock nuts, the spindle being supplied with a heavy corrugated fiber insulation. The tongue-piece also acts as a retainer for the cover of the breaker box. The condenser, is, of course, shunted across the primary circuit, but goes to ground at a brush in the base of the magneto which bears on the foot or base to which the magneto is bolted, and assures a positive connection.

To this brush is connected the ground side of the main primary circuit. The brush holders are large and screw into the rear end casing, the limited surface exposed reducing the chances of short circuiting by mud or water. There are three bosses on the bronze casing, one each at the sides and the third at the top. On the single cylinder model any of the bosses may be used—usually either of the side ones—the unused boss being fitted with a screwplug. On the twin instrument either the two side bosses or one side boss and the top boss are used, the other boss being left blank. The oil cup is fitted between two bosses, and permits of oil flow in any position of the magneto. The lug surfaces for attaching the magneto to the magneto table on the motor base are milled on the surface of the end plate.

On twin cylinder motors, the timing of the Splitdorf magneto differs considerably from that of the ordinary high tension magneto as regards the instant of the transition of the arc between the plug points. In timing a twin Splitdorf magneto the first piston of the motor is brought to a dead center, then moved about one-sixteenth of an inch past the center; next the magneto contact breaker is fully retarded and the armature shaft turned until the roller is about to rise on the corresponding cam surface. The magneto driving pinion then is locked when the co-related parts have been brought to their proper positions. To avoid confusion in wiring, the brushes and terminals are marked I and II for the rear and front cylinders respectively.

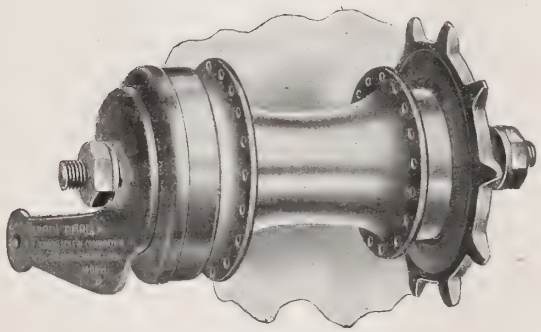
This timing arrangement permits of starting the engine at a walk, while the advance, 20 degrees or more as desired, is quite ample for high speeds. This feature of easy starting is one to which the Splitdorf engineers have devoted considerable effort, and it is expected to appeal particularly to those motorcyclists who have had experience in starting their machines by running along side and making pedal mounts,

In the twin cylinder instrument, the horns on one side of the armature are cut away in order to attain perfect synchronization of firing for both cylinders, the pole pieces being similar to those in the single cylinder magneto. Brass segments are fitted to the horns, however, in order to balance the armature. This arrangement is original with the Splitdorf laboratory, it is said, and together with the centrifugal contact breaker and roller, is covered by United States patent.

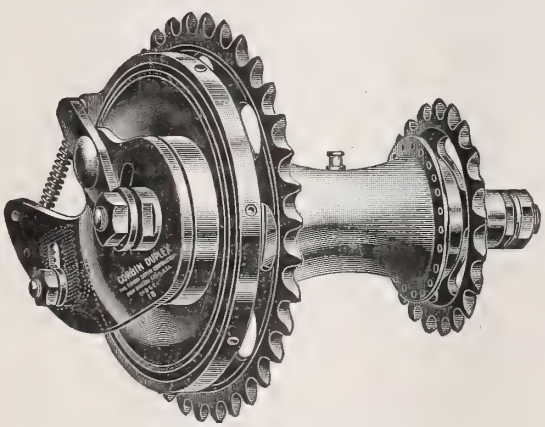
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LICENSED COASTER BRAKE MANUFACTURERS

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

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NEW YORK, JULY 29, 1911.

Recognizing Tourists' Efforts.

While the hosts which were expected did not materialize, it cannot be said that the experiment of substituting national tours for the time honored endurance contest was a flat failure as a whole. It undoubtedly was a flat failure in point of numbers, but in other respects it had redeeming features worthy of perpetuation for a few years longer at least. Perhaps the chief reason why more motorcyclists did not participate in the tours was because they could see no incentive to do so. One of the attractions of the old endurance run for private owners was that they could compete, on an even basis, with the best factory riders in the country, and had a chance to win medals that represented exceptional riding ability. These medals in after years would serve to cause "fond recollections" to come to their hearts.

In the tours there was nothing for a rider to compete for. It had been talked of giving all survivors certificates of merit, but in the eyes of a rider generally, these are not worth anything. That all of the riders in the tours who finished would have been hugely glad to have been able to receive a medal of some sort, was evident from the appreciation shown by the riders of one make of machine, the manufacturer of which presented neat souvenir medals to all of his riders who finished. Those who were not fortunate enough to receive such medals, plainly were envious of their comrades.

In a future tour, medals or some suitable awards should be given, for unless such is done it will be difficult to persuade many motorcyclists to take their machines on such long trips as are necessary for the majority of riders who wish to attend the national meets. Not only does such a trip inflict considerable wear and tear on a machine, but it also means an outlay of near $50 on an average for expenses, and for all this the tourist should receive some sort of official recognition, in the form of an award.

Motorcyclists generally do not appreciate the pleasure to be derived from these tours if they are conducted properly. Participation in such a tour brings many riders through sections where they never before have been, permits them to visit places of interest, familiarizes them with strange cities, increases their circle of acquaintances, gives them an outing with congenial companions, brings them in contact with desirable people, gives them an opportunity to make friends in other cities, which is advantageous should they ever have occasion to visit those cities where their acquaintances reside, and, best of all, offers them an enjoyable vacation outing, among men of their own class, where every one is out for a good time and willing to help a friend in trouble.

These are some of the advantages of national tours which should be put before the riders early next year, to induce them to turn out in larger numbers than they did this year. Of those riders who participated in this year's tours not one has been heard to express dissatisfaction over his treatment or experience. True, there were mishaps, but a tour without some mishaps is an impossibility. The pictures and the story of the tours are sufficient proof that the riders enjoyed themselves to the full every minute they were on the road, and if anyone did not, it was his own fault, for there was plenty to eat, to drink, to see, to hear, to think about and to dream about, to make anyone happy unless he had a bad attack of blue funk. If a vote were taken, it is safe to say that few of those who were on the 1911 tours would not be in favor of having another one next year.

Difficulties in Renting Motorcycles.

When the average individual walks into a motorcycle dealer's store and endeavors to rent a machine he invariably receives a shock to learn that motorcycles are not rented by a majority of dealers. There are some who do it, but they are few and far between, and those who have tried it, to find out if there is any profit in it, are unanimous in saying that there is not. For this reason the average dealer rents a machine only to a personal friend, with whose responsibility, both financial and moral, he is thoroughly acquainted.

To the unthinking man in the street, who is accustomed to rent a bicycle as he would an apartment or a horse and team, it may appear strange that there should be any difficulty in renting a motorcycle. However, there are conditions which materially alter the situation as regards a bicycle and a motorcycle. With the former no skill on the part of the operator is required, beyond the ability to balance oneself and to steer. The speed of the bicyclist is limited by his physical capability.

With the motorcycle it is different. To begin with, it is much more expensive than a bicycle and can be damaged seriously much more easily, as, for instance, by failing to oil the engine. No two men operate a motorcycle alike, and to put one into the hands of a greenhorn, who simply is able to balance it and steer, is ridiculous. Despite all of the publicity which it has received, the average man of to-day knows mighty little about a gasoline engine, and this is the sort of individual who cannot afford to own a motorcycle, that generally wants to rent one.

Automobiles are not rented without drivers, who are responsible to their employers for the way in which the car is handled. The rentee has nothing to do with driving the car, and consequently the machine is not liable to damage, through carelessness or ignorance on his part. It is impracticable to send an operator out with a rented motorcycle, and it is equally inadvisable to let a machine go out alone in the hands of a stranger, even though he put up a deposit.

In the first place, there is nothing to prevent him stealing the machine, and, secondly, if he is honest the chances are quite good that he will wreck it or at least dam-

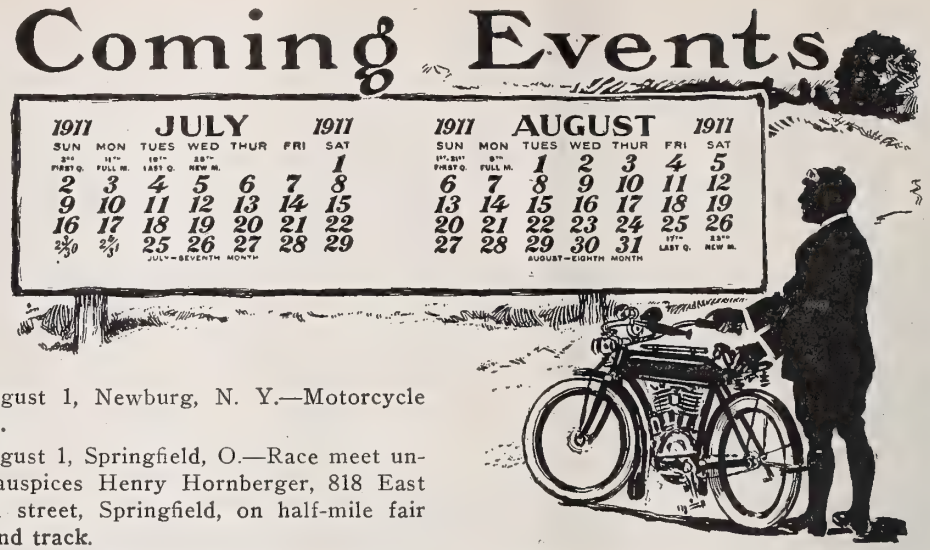
age it far more than would be covered by the deposit. Any greenhorn can do $75 worth of damage to a motor in a very few minutes, and no particular skill is required to do it.

Even granting that the machine comes back all right and is not damaged, its life unquestionably is considerably shortened, for it has been subjected to punishment and abuse that the rider would not think of giving to his own machine. If a man pays $5 or $10 for the rent of a machine for a Sunday he more than gets his money's worth out of it, and the dealer loses out. The wear and tear which that machine has received amounts to considerably more than $10, and this item begins to loom up strong when expensive replacements have to be made.

Furthermore, when a machine comes in from rental, it has to be gone over and put in shape for the next man, and if some replacements or adjustments do not have to be made it is fortunate indeed. This means another hole in that fee the dealer received for rental. Crystallization, falls, lack of oil, rough roads and accidents are some of the tolls which all machines pay some time or other, but no machine pays these tolls in such exorbitant amounts as the rented motorcycle in the hands of the man in the street.

Calamity howlers, who have opposed a national motorcycle road race at the F. A. M. meet on the ground that it would result in wholesale slaughter, have nothing to gloat over in the result of the Tourist Trophy race, where not one serious accident occurred. The answer is that the course was properly patrolled and kept clear of spectators. Such a thing is not at all impossible of attainment in this country, and the expense is not as prohibitive as some people would have us believe. The real reason why there was no national road race at the F. A. M. meet this year is because several manufacturers opposed it on the ground that it was too dangerous, and yet one of those self-same manufacturers has entered his machines in practically every motorcycle road race ever held in this country, and also has sent them abroad to compete in big road races. Is this consistency? When people grow tired of witnessing slaughter on suicide (dirt) tracks and want a change from the monotony of too much motordrome, then motorcycle road racing will have its innings in this country.

Coming Events



August 1, Newburg, N. Y.—Motorcycle races.

August 1, Springfield, O.—Race meet under auspices Henry Hornberger, 818 East Main street, Springfield, on half-mile fair ground track.

August 1-2-3-4—Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories' Association, the National Association of Cycle Jobbers and the Motorcycle Manufacturers' Association.

August 3, Fort Erie, Ont.—Bicycle races at Fort Erie track.

August 6, Detroit, Mich.—Detroit Motorcycle Club's race meet.

August 6, Floral Park, L. I.—New England Wheelmen's first annual Marathon bicycle handicap road race; open.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 7, Lexington, Ky.—Motorcycle races at Blue Grass Fair; open.

August 12, Worcester, Mass.—Motorcycle climb on Dead Horse hill; open.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 4, Canton, O.—Canton Motorcycle Club's race meet.

September 4, Springfield, Mass.—Springfield Motorcycle Club's race meet at Stadium.

September 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

September 4, Springfield, O.—Springfield Motorcycle Club's race meet at Fair Grounds track.

September 4, St. Louis, Mo.—St. Louis Motorcycle Club's 200 mile road race to Hannibal and return; open.

September 4, Newark, N. J.—New Jersey Motorcycle Club's 12 hour endurance run to Atlantic City and return.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.

Sept. 25, Detroit, Mich.—Race meet.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

This Comes from Louisville.

C. E. Rodgers, Secretary of the Louisville Motorcycle Club, is responsible for the following:

"Two motorcycle enthusiasts were once sadly stuck in a muddy Marsh in southern Indiana. Night was rapidly approaching. They had no carbide, and as they could not Pierce the darkness without a Light, they were obliged to make a bed of some Excelsior, which they obtained from a rural Wagoner who happened to pass along that way.

"As the two lay there on their rude, damp bed, on that hot summer evening, they fell to discussing the various makes of machines. One remarked that it was indeed a Marvel what Reliance could be placed in the machines of the New Era of motorcycle building. The other, who was a good scout, and a Royal Pioneer, and knew all about Indians, claimed that although his attention had been R.-S.-ted by the Light build of the Merkel, he would vouch that it would "get away" like a Torpedo, and run like a Greyhound, and in fact that it was some Racycle.

"In conclusion they both agreed that one doesn't have to come from Yale to know that the name of any American make is the Emblem of durability, strength, comfort and speed."

"Enclosed find our check for our renewal to the Motorcycle Review. We overlooked the matter two weeks ago and would like to have you send us the two back numbers, as we were simply lost by missing them."—Diettrich Bros., Walla Walla, Wash.

How DeRosier Became Motorcycle Champion of the World

In the grandest and fiercest motorcycle duel ever fought on famous old Brooklands, if not on this old Earth itself, Jake DeRosier won the international motorcycle championship on Saturday, 15th inst., by defeating C. R. Collier, the English champion, in two out of three heats of a match for the title. While both riders were at their best, the superior track generalship of the American champion brought him victory, for both machines were almost equal in speed. The winning of the match, which was designated as a world's championship, practically entitles DeRosier to claim the title, for nowhere else in the world is there a motorcycle racer who can compare with either man. Both are real champions.

One of the most pleasing features of the match is the sportsmanlike manner in which the Britishers have accepted the defeat of their champion and acknowledged the superiority of American riders and machines. As they themselves frankly admitted, DeRosier beat their own champion on their own ground, under their own conditions. This on top of his showing in the T. T., and his smashing of the world's record under their own timing, has at last convinced them that the apparently wonderful performances made in this country are genuine and that neither the air, the watches nor the tracks, on this side of the water, can give a machine speed which it has not got in its cylinders. All these factors can help to bring that speed out, if it is there, but they cannot put it in if it is not.

The first heat of the series was at 5½ miles, and was the best of the match, for it was a superb race all the way, with an eyelash finish. In the second heat at 13½ miles DeRosier blew a front tire, and the heat went to Collier without quibble, while in the final heat at 27 miles, Collier's machine developed ignition trouble and DeRosier won by nearly half a mile.

While friends rolled their machines both men walked down to the starting line together, engaged in earnest conversation. As the men were pushed off DeRosier had the pole. The start was a flying one, of course, the men being paced by the starter's car, until they got under headway, and as they were abreast the flag dropped. As they crossed the line, Collier had a very slight lead. There are numerous bridges and sheds on the track which obstructed the view of the riders from the officials' stand at times. After starting the men soon were out of sight behind a hill and as they reappeared Collier had a lead of two lengths, but DeRosier was closing up. Then they went out of sight again, and upon reappearing Collier still led, this time by 10 yards. As the men passed the judges' stand Collier was breaking the wind for DeRosier, who soon after got in front for a few seconds. Collier picked up his lost ground, however, and swung into the last stretch in the lead. DeRosier had trailed him nearly all the way and had gone in front but once, probably to feel the Englishman out. In the final drive, down the stretch, the race was a treat that would have made the ancient Romans dance with joy. Jake jumped Collier in the last turn and tore off a sprint down the stretch that carried him past the Englishman at the very line after a terrific fight. DeRosier won by a length in 4:02⅘, an average of over 80½ miles an hour.

After that rare treat of peerless riding in the first heat there was keen excitement when the second heat was called. The distance was 13½ miles, or 5 laps. As before, the start was a flying one. Collier ground out a red hot pace from the start and Jake was content to hang on and let the Englishman break the wind. On the first round both men hit some of the bad bumps, which Brooklands has, and there was some very lively wobbling, especially on DeRosier's part. The style of riding of both men also differed noticeably, Collier riding straight as an arrow in the stretches, while DeRosier changed from side to side, as if poking about for the best position to receive the full benefit of the suction set up by his rival. Collier held the lead and slid along at an 80 mile gait, with the nimble Jake glued on behind, until the third lap, when Jake suddenly dropped back from his rival on the far side of the track. All was excitement at once and speculation ran rife. Finally Jake was seen to stop on the far side of the track. His front tire had blown, but by great luck and skill he had retained control and stopped right side up. Collier finished the heat in 10:12 and of course it was awarded to him, no objection being offered.

Each man now had a heat to his credit and the tension was great, for both men had many admirers in the enclosure. Finally a new tire was fitted to DeRosier's machine, and the final heat at 10 laps, or 27 miles. Then it was discovered that the vibration had caused several nuts of the Indian to loosen and one of the magneto brush holders had been broken by the dragging front tire, after it exploded. Finally these replacements were made and the men were sent away. As before the pace was well over 80 miles an hour, and for the first lap Jake stayed alongside Collier. On the second lap, however, the American again dropped behind and let the Englishman tow him along. Jake dropped his tow in the next lap and came out in the open again, passing the stand in front. Shortly afterward Collier took the lead again and opened a 10 yard gap, much to the joy of his admirers. In the stretch Jake made up the ground which he had lost on the bend and was at Collier's rear wheel as they entered the big bend for the fifth time. This time DeRosier stayed in close and did not lose ground.

Trouble was in store for Collier before long, for shortly after one of his plug wires became detached, and of course his engine skipped badly. Then the Englishman turned a very neat and brilliant trick, for in spite of shocks, he succeeded in replacing the wire on the plug, although at one time he almost came to a stop. By this mishap he had lost a mile and had four laps in which to make it up. Then Collier rode as he never rode before to close that gap, and even his rival's admirers hardly could keep from cheering the plucky Englishman for his gameness.

Under the terrific spurt which he was tearing off Collier rapidly was bearing down on DeRosier, who had slowed up when he saw the Englishman in trouble. As Collier was getting real dangerous again, Manager Wells, of the London Indian branch, frantically motioned DeRosier to cut loose again, which he did, the while taking peeks to the rear, to locate his rival. In the seventh lap Collier had made up over half a mile of his lost ground, but Jake was sliding along equally as fast now and ground-gaining became much more difficult. In the eighth lap Collier picked up two seconds more, and in the next round lost a fraction of a second. At the finish Jake won by 20 seconds, his time being 20:55⅗, which averages 78½ miles an hour.

DeRosier rode his old love, Indian No. "21," which was shod with Goodyear "blue streak" tires and Bosch magneto. After the blow out in the second heat, a new front wheel with a Continental tire was put in. Renold chains were used. Collier rode a Matchless-JAP of approximately the same size as DeRosier's Indian, the former being 994 c.c. and the latter 985 c.c. The JAP had no ports and was fitted with exhaust tubes and muffler shells. The wheels were 26 inch, fitted with 2¼ inch tires, and the drive was by V belt. Both machines carried spring forks owing to the roughness of the track.

Sandwiched between the heats were other races, the chief one being an all comers handicap at 13½ miles. This was won by C. C. Godfrey, the T. T. winner, on an Indian, from scratch, in 10:57. Godfrey averaged nearly 74½ miles an hour.





THE ANNUAL PHOTOGRAPH OF THE PROVIDENCE MOTORCYCLE





B, TAKEN IN ROGER WILLIAMS PARK, PROVIDENCE



THE ANNUAL PHOTOGRAPH OF THE PROVIDENCE MOTORCYCLE CLUB, TAKEN IN ROGER WILLIAMS PARK, PROVIDENCE

RECORD CROWD AT RIVERVIEW

Balke Shines in Stellar Role—But Mitchell Takes His Measure in Five Miles Event—No Records Broken.

Newspaper reports to the contrary, the only record broken at the race meet at the Riverview Stadium, Chicago, on Saturday, 22d inst., was the attendance record, and even that is not a cast-iron fact. At any rate while Charles Balke rode ten miles in 7:14 he did not disturb the record table, for the accepted ten mile figures are 7:01⅘. Balke is credited with breaking the "ten mile competition record," whatever that may be. The F. A. M. knows no such classification. Balke won the ten mile professional, the trump card played during the evening speed session, in a cyclone sprint, with relentless competitor Graves, a few inches late for first money.

Arthur Mitchel won a race, too, the five mile professional, which is the first victory Mitchel has chalked up in the Windy City. And Mitchel beat Balke also, but Balke blew a tire after leading for three miles, so Mitchel's victory was a sort of unexpected windfall. E. Matthews, the Thor "white streak," was a favorite with the crowd and the latter did not take kindly their pet's defeat in the trade rider bout. Bethke regitered first in this event.

Balke and Mitchel were the heat winners in the preliminaries for the ten mile professional. Balke's heat was the fastest, which let Graves, who ran second, in the final. Getting away abreast in the final, the trio soon had the spectators on their feet and their hearts in their throats. Balke set the pace, and Mitchel tacked on, with Graves bringing up the rear. In this order they breezed around at an 82-mile clip. In teh sixth mile Graves decided to uncouple Mitchel from second place, and in trying to do the trick went up the bank and tore off a skid, which brought him within a foot of the rail.

Although this little stunt gave the crowd the shivers, it did not feaze Graves any, and he straightened out coolly and went on to pick up the train again, which had gained a 100 yards while he was amusing the spectators. In closing that gap Graves burned the boards at close to 90 miles per, and finally picked up Mitchel. Then he went around his comrade without any fancy work this time, and set sail for Balke. Balke was only a little way in front and Graves pulled up alongside, but Balke still had a few speed pills left and fired them. They acted mighty quick and gave him a few inches more lead, but Graves also was there with the speed, and for the last three miles there was a rattling good speed duel, but a most reckless one, for the men bumped repeatedly. In the last dash Balke won by a foot. Mitchel was lapped.

Another lively number was the five mile bout between Bethke, De Salvo and Matthews. Matthews went after the race hot foot, but the others were not inclined to let him have it. He fought savagely to get by, but was blocked each time. Bethke also was a bit too fast for De Salvo in the windup, but it was a blanket finish all around. It is said that 15,000 people, a record crowd was present. Summary:

Five mile open, amateur—Won by Williamson (Excelsior); second, Schadt (Indian); third, Born (Harley-Davidson). Time, 5:42⅖.

Five mile open, professional—Won by Arthur Mitchel (Merkel); second, Walters (Merkel); third, Charles Balke (Indian). Time, 3:39⅕.

Five mile open, amateur, 61 inch class—Won by Smith (Excelsior); second, Williamson (Excelsior). Time, 5:38⅕.

Five mile open, trade riders—Won by Bethke (Indian); second, De Salvo (Excelsior); third, Matthews (Thor). Time, 4:39⅘.

Ten mile open, professional—Won by Charles Balke (Indian); second, M. J. Graves (Merkel); third, Arthur Mitchel (Merkel). Time, 7:14.

Canadians to Form an Association.

A number of Toronto motor fans took in the national meet of the F. A. M., at Fort Erie, on the 14th, and although duly impressed with the manner in which the cracks spun around the racetrack, they were somewhat disappointed with several features. At a meeting of the Toronto Motorcycle Club, those who had visited the meet were called upon to make a report, and the general opinion of the speakers was that the affair could have been improved upon. The crowd, contrary to expectations, was very small, it was thought, while the program cards were poorly gotten up for such a big event. The F. A. M. or the officials did not come in for much criticism, nor was the work of the riders belittled. No one in Canada could come up with the American cracks in the matter of racing, it was declared.

"Why, the riders did not pay any attention to their back wheels at all. If they kept their front wheels headed right, they did not seem to care how far their rear wheels skidded," was the way one member expressed himself. "It was a treat to watch the riders stick close to the pole on the turns."

The F. A. M. was roundly criticized for including the whole of the Dominion of Canada as one district of the Federation without even so much as asking the leave of the Canadian clubs. The latter declare that the F. A. M. will never get them that way, and that the only proposal that will be considered will be an affiliation of the American and Canadian interests with equal rights. The clubs of the British colony are taking steps to form an Association, and will fight for self-government.

SPECTATORS THRILLED AT SALT LAKE

"Bunched" Racing of Professionals the Feature—Warden Captures Two Firsts —Seymour Easily Beats Whittler.

Lack of snap was responsible for the listlessness on the part of the spectators at the Motordrome races, Salt Lake City, on the 20th inst. In the feature event of the program, between Whittler and Seymour, the latter was altogether too fast for his rival and won the first two heats with absolute ease. Whittler apparently had a great deal of trouble with his machine in the first heat, and at the close Seymour was in the lead by nearly a quarter of a lap. The second heat was by far the most spirited though, and proved a source of excitement, but afterward things began to slow down again and resume their former dulness.

Even the match of three miles between Lon Claflin and Mat Warden was a dismal failure, so far as excitement and interest were concerned, except that at times the jockeying of the men while straining for position made things lively. At the final lap Warden, who kept the top of the track, shot out and successfully passed the tape several lengths to the good, a performance which he repeated in the second heat.

In the five mile open trade race Warden again won, with Claflin second and Johnson third. Time, 4:41⅕. McNeal came in for first honors in the six mile race.

By far the most appreciated of all the features, however, was the open professional seven mile race, in which five machines stayed together to the wonder and almost terror of the spectators, who constantly expected to see a spill. Seymour in this go again came off victor, with Whittler a half length behind, and Brodbeck and Smalling taking up third and fourth place. Time, 5:27⅘. Summary:

Three mile match race—Won by Warden. Time, first heat, 2:10; second heat, 2:57⅗.

Five mile open trade race—Won by Warden; second, Claflin; third, Johnson. Time, 4:41⅕.

Six mile open, class B race—Won by McNeal; second, Brodbeck; third, Thomas; fourth, Smalling. Time, 4:51⅗.

Seven mile open, professional—Won by Seymour; second, Whittler; third, Brodbeck; fourth, Smalling. Time, 5:27⅘.

Who Will Try to Make $500?

Manager Ivor E. Redman, of the Wandamere Motordome, has announced that he would offer $500 to any motorcycle rider in the world who will go to Salt Lake and defeat Ray Seymour, who rides an Indian and has not been defeated in any race this season, except through breakdown. The challenge calls for a series of three match races, the winner to take the coin.

Fourteen Finish in the Second Trio Cup Trial

Unusual to relate, postponement did not affect the second trio cup trial of the Motorcycle Touring Club of New York (affiliated) on Sunday, 23d inst., for 20 riders turned out. Despite considerable tire trouble and other mishaps, not to mention poor arrangements at controls, 14 of them finished. Owing to the non-arrival of all of the checking sheets, however, it is impossible to learn the official scores at the present time. The contest originally was set for the previous Sunday, 16th inst., but was postponed because the F. A. M. meet had lured so many riders away from the city.



AT THE SUFFERN CONTROL

Difficulties beset the contest from the very start. The illness of Captain Thorpe prevented his handling of affairs, and the contest was left to other road officers to look after. While they probably did the best they could under the conditions, at any rate the management was not a credit to the club. It was stated that entry blanks were not sent out until three days before the contest, and for some reason or other the checking at controls was positively rank.

Instead of following the east bank of the Hudson, as in the first trial, the course was reversed, so that the riders crossed at Fort Lee ferry and went up the west bank to Newburg. A hill climb was held at Fort Lee Hill, and all but five riders climbed the hill without penalization. Mishaps also occurred here to upset the checking arrangements on the hill and cause confusion and controversy. The star of this climb was Fred Voelker, of the N. S. U. team, who rode a light twin, the smallest machine in the run, and went up on a flat tire. His feat was not voluntary, but the puncture occurred after he started, and he just had to keep going to save his score. Under the handicap it was a remarkable showing for the little machine. Incidentally it was Voelker's first appearance in competition since being reinstated to the trade rider class.



FIRST TO FINISH IN NEW YORK

Dinner was taken at Newburg, an hour being allowed for this purpose, but in the opinion of many, the food was not up to the standard and some had "tummy ache" on the way home. At Newburg the ferry was crossed and the riders returned via Peekskill and Tarrytown. Another hill climb was to have been held outside Peekskill, but the checkers were not on hand. It finally was decided to hold the climb as best they could and trust to the rider's honor to render a truthful report of his performance. Although for the most part the roads were good, there were some bad places and for some reason or other there was a great deal of tire trouble, which was responsible for the withdrawal of at least half of the six who failed to finish.

Of the starters, eight were riding as private owners for individual medals, and the other twelve were on teams competing for the club team and same make of machine team trophies. Four teams were represented: Merkel twin, Harley-Davidson, Merkel single and N. S. U. The starters were as follows: A. Hoffman, G. A. Ashley, J. Siemsen (Merkel twin team); J. Buckingham, O. Krause, C. Stevens (Harley-Davidson team); C. Beuchner, J. B. Meinell, L. Schultheis (Merkel single team); D. Molin, Wm. Wood, Fred Voelker (N. S. U. team); Fred Wise (Harley-Davidson); Howard Moultrie (Merkel); Victor Nydale (Indian); S. Levin (Indian); M. P. Sulivan (Thor); A. E. Fisk (Yale); L. Wagonblast (Merkel); L. Arnson (Harley-Davidson).

All of the team riders finished, the withdrawals being among the private owners. Those who did not finish were Fred Wise, Victor Nydale, M. P. Sullivan, H. Moultrie, L. Arnson and S. Levin. The clubs represented were the Concourse, Colonial, New York, Bay Ridge, Harley-Davidson, Motorcycle Touring Club, affiliated, and Motorcycle Touring Club, incorporated. The tire honors were taken by United States tires, which were on 12 of the 20 machines. Bosch magnetos also were the equipment on a majority.

GREAT CROWDS AT COLUMBUS

Fifteen Thousand Witness Motorcycle Races—Don Clark Takes Stellar Honors—Fifteen Year Old Rides.

With perhaps one of the largest crowds that has even attended a motorcycle club race, the Columbus, O., club ran off their races on Sunday afternoon, July 23d, on the one-mile dirt track at the Columbus Driving Park. Fully 15,000 people witnessed the contests, and from the outcome of the orderly and well conducted meet, the future of the sport is well assured in this part of the country. Don Clark, on an Indian Four took the stellar honors, and on one lap broke the former local mile track record of 55⅖ seconds with a mark of 54⅘ seconds. Raymond Snyder, a fifteen-year-old youngster, swayed the crowd with his daring and classy riding, when he won second in the five mile open novice. In the five mile single event, Clark on his Indian and Ollerman a Harley-Davidson rider, raced side by side for four laps, but on the home stretch the Indian man tok the lead. The riders in the ten mile 61 cubic inch race electrified the onlookers with their dare devil riding. In this race Clark broke the track record for the mile, and after the first lap covered each mile in less than 56½ seconds. L. S. Taylor, on an Emblem, tore madly about the oval for five laps, but owing to engine trouble, he was compelled to withdraw in the sixth lap. The race for the Columbus Club Championship cup was the most exciting and spectacular owing to the great competition. L. P. Birkenbach, driving an Indian, wrested the first honors from Fred Hare, also on an Indian. At the end of his race, owing to the great exertion he had used, Birkenbach fainted from exhaustion and was hurried to the field hospital. His condition is not considered serious. The last event of the afternoon was a race over an unknown distance, later decided by the judges at 20 miles. Clark, on his Indian single four, defeated a field of Emblem and Harley-Davidson twin sevens. Clark on his Indian expected to try for the world's one-mile dirt track record, but was forced to postpone it as he broke an exhaust valve at the start. As an added attraction Miss Dolly Addelman, an eighteen-year-old lass, went an exhibition mile and finished in 1:12⅖, getting great applause from the onlookers. The races were well attended by out-of-town riders and a large motorcycle parade preceded the races. Summaries:

Five mile novice, open—Won by I. F. Jacobs (Thor); second, Raymond Snyder (Emblem); third, M. J. France (Indian). Time, 6:57⅖.

Five mile, private owners stock—Won by M. J. France (Indian); second, Roscoe Evans (Indian); third, J. M. Allen (Indian). Time, 6:34⅖.

Five mile single cylinder, open—Won by Don Clark (Indian); second, Frank Ollerman (Harley-Davidson); third. L. S. Taylor (Emblem); fourth, Tide Davenport (Indian). Time, 5:20.

Ten mile, 61 cubic inches and under—Won by Don Clark (Indian); second, Fred Hare (Indian); third, George E. Evans (Indian). Time, 9:26⅖.

Novelty race, open—Won by Don Clark (Indian); second, Fred Hare (Indian); third, L. S. Taylor (Emblem). Time, 5:51⅘.

Five mile, 50 cubic inches and under—Won by Don Clark (Indian); second, Frank Ollerman (Harley-Davidson); third, L. S. Taylor (Emblem); fourth, I. F. Jacobs (Thor). Time, 5:11⅖.

Ten mile open, belt drive—Won by L. S. Taylor (Emblem); second, Harley Funk (M. M.); third, Robert McNabb (Harley-Davidson); fourth, J. F. Windom (Flying Merkel). Time, 10:52⅖.

Five mile open for the Columbus Motorcycle Club Championship Challenge Cup—Won by L. P. Birkenbach (Indian); second, Fred Hare (Indian); third, L. S. Taylor (Emblem). Time, 9⅖.

Five mile single cylinder, belt drive—Won by Don Clark (Indian); second, Robert McNabb (Harley-Davidson). Time, 6:8⅕.

Twenty mile open—Won by Don Clark (Indian); second, Fred Hare (Indian); third, George Evans (Indian). Time, 20.30⅘.

Referee—Lawurell.

Burglary a la Motorcycle.

It is always the fellow that springs something new that gets the coin. A "barefoot" burglar at Indianapolis has been using a motorcycle to make his "rounds," and he has been baffling the police for the last two weeks. The burglar has been robbing six to seven houses each night for the last two weeks, and the strange thing about the matter is that the robberies are committed in different parts of the city on the same night. The burglar does his "job" at one end of town in the early part of the night and a few minutes later he robs houses in another part of the city. The police feel certain that the robberies have been committed by the same man each night, for he left certain marks at each place. Chief of Police Hyland has solved the problem now, he believes. He says: "There can be but one feasible solution to the case—the burglar must use a motorcycle. In this way he gets around town quickly and that accounts for the robberies by him in the different parts of the cities on the same night. There were ten robberies by him in the different parts of Indianapolis in one night by this "barefoot" burglar, and I believe he must use a motorcycle. We are going to get our motorcycle policemen working at night, and I believe we can catch the thief soon without a doubt." This will simply add one more victory to the motorcycle.

WILLIS WINS FIVE RACES AT AKRON

Is Disqualified in Five Mile Race for Looking Back—Unlimited Pursuit Long Drawn Out Affair.

That he was no flash in the pan at Fort Erie the week before, Dan Willis, the new "bearcat" from Canton, Ohio, proved conclusively by taking four firsts at the motorcycle race meet of the Akron Motorcycle Club, at Fountain Park, on Saturday, 22d inst. Willis really won five races, but he was disqualified in one for looking back. This race, a five mile open, was given to Frank Ollerman, who was Willis's chief rival of the meet. The unlimited pursuit was long drawn out, lasting more than 25 miles, and was terminated when Willis took a tumble. He was not hurt. The Cantonian won the star event of the day, the ten mile meet championship, in which Ollerman ran second. The famous Hawthorne crash at Chicago on Decoration Day was in a measure duplicated in the five mile open. Alger Maranville lost control of his machine and went down. Five others piled onto him. Four machines were wrecked and Maranville and Wiley Gibson were seriously hurt. Later in the day Herman Kraft rammed the fence and demolished his machine, although he escaped with a shaking up. Over 2,000 people were present, and found plenty of exciting entertainment. Summary:

Three mile stock, club members, 30½-inch class—Won by Wagner; second, Sutler; third, Maranville. Time, 4:45.

Three mile open, 50-inch class—Won by Dan Willis (Indian); second, Selega. Time, 4:08⅖.

Five mile stock, 30½-inch class—Won by Dan Willis (Indian); second, Freidenstein; third, Leicht. Time, 7:24⅖.

Miss and out, 50-inch class—Won by Dan Willis (Indian); second, Frank Ollerman (Harley-Davidson). Distance, 2½ miles. Time, 3:37⅖.

Fifteen minute stock, 30½-inch class—Won by Freidenstein; second, Dan Willis (Indian); third, Leicht. Distance, 10 3/16 miles.

Five mile open, 50-inch class—Won by Dan Willis (Indian); second, Frank Ollerman (Harley-Davidson). Time, 7:03. Willis disqualified for looking back.

Unlimited pursuit, 30½-inch class—Won by Freidenstein. Distance, 25⅞ miles. Time, 41:00.

Ten mile open, meet championship—Won by Dan Willis (Indian); second, Frank Ollerman (Harley-Davidson); third, Leicht. Time, 14:08⅘.

"The Bicycling World and Motorcycle Review is a paper every agent ought to have. It is always full of interesting articles and facts."—John Sylvester, Elizabeth, N. J.

O'ER HILLS AND VALES TO ASBURY

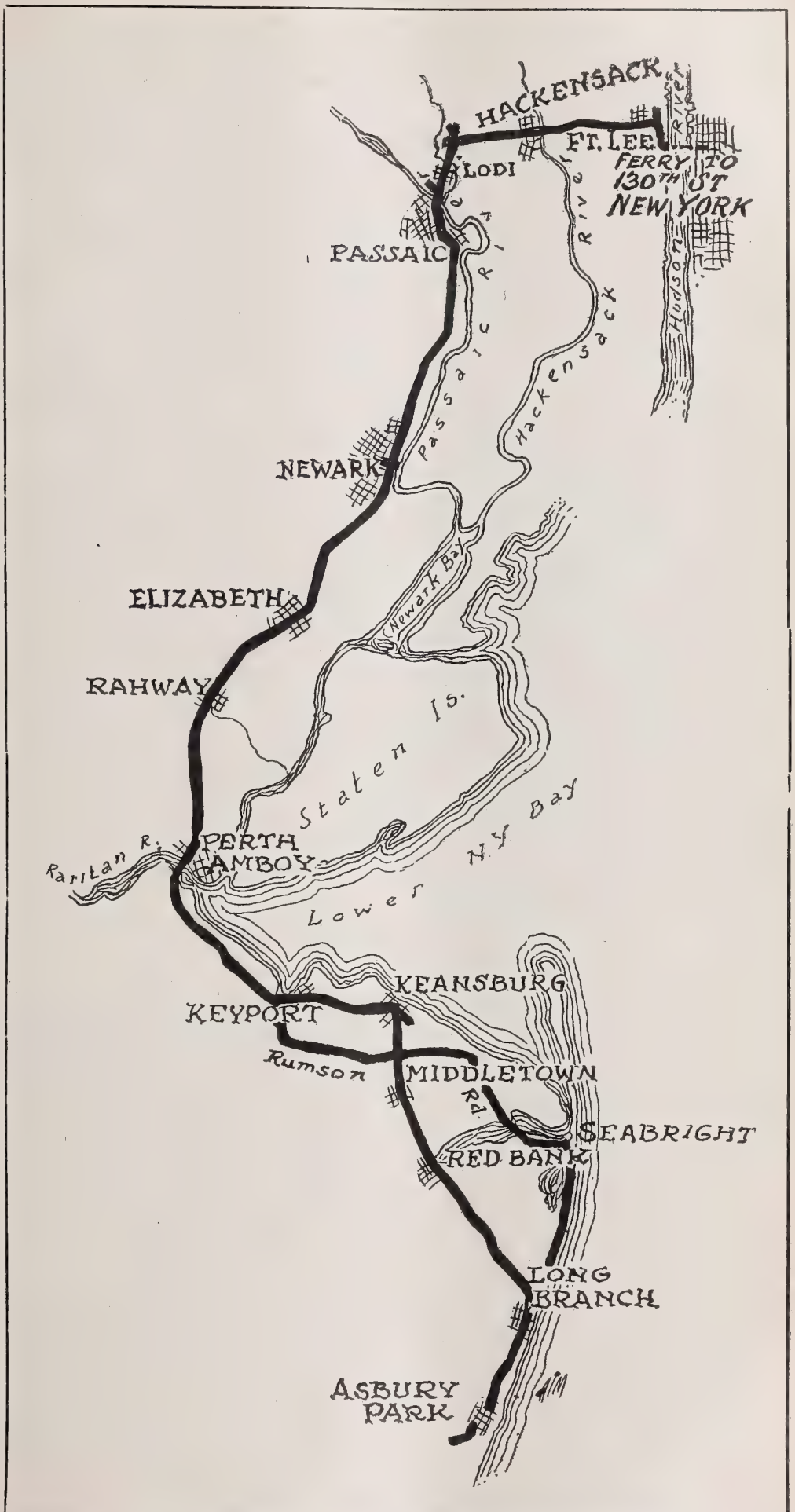
Picturesque Motorcycle Route Through Jersey Towns—Long Branch and Asbury Park the Object Points.

For those who enjoy a motorcycle trip not too far distant from New York, through the woods, and with the seashore as the objective point there is not a tour over better roads, passing more historic points, with more picturesque scenery, and with a more delightful place for a destination than that outlined herewith to Asbury Park, N. J. Passing through Newark, Elizabeth, Rahway, the Amboys, Red Bank and thence along the famous Rumson Road to Seabright, then along the shore until Asbury Park is reached, where the attractions are so many and so varied that the hours will fly like minutes. To many Asbury is too well known with its famous board walk, its bathing pavilions, its boating and fishing, its concerts afternoon and evening by Pryor's band, to need description, while to those who have not yet been there there is not a trip that would be more delightful and beneficial.

From New York take the Fort Lee ferry at 130th street. From the ferry landing on the New Jersey side follow the road to the right along the river, up Fort Lee hill; near the top where the road branches turn left to trolley tracks following straight through Leonia and Bogota. Cross river into Hackensack. Through Hackensack follow Essex street to Main street, where turn left through Lodi; cross river into Passaic, bear left to river road leading into Broad street.

Newark.—From Broad and Market streets go south on Broad five-eighths of a mile to Lincoln Park, bearing right into Clinton avenue. Follow trolley tracks to where they fork at Elizabeth avenue, swerving left with them at fork. Follow trolley across railroad, swerving to the right and then to the left, still with trolleys. Where trolley tracks turn to the left away from the road keep straight ahead to fork. Here turn left across Lehigh Valley Railroad and pick up trolleys at top of hill, following then past Soldiers' Monument to

Elizabeth.—Turn right along Westfield avenue, leaving car tracks, and across Morris avenue. Just beyond turn sharp left, following Cherry street now across railroad. Swerve right and then left. Cross trolley line to end of street. Here bear right into Rahway avenue. Continue direct, the street now becoming St. George's avenue. Follow this along outskirts of Rahway (11.2 miles), to where road to right leads away from the railroad with signs indicating New Brunswick. At this point keep straight ahead over railroad, with little bend to left Direct on unmistakable road past Demorest (on left) through Woodbridge around western edge of town.



Avoid lefthand road beyond and at end of street turn left on New Brunswick avenue and cross railroad to next right-hand street.

Perth Amboy.—Turn right on Prospect street and at end of street turn right on Market street. Short distance beyond turn left with trolley on Sheridan avenue. Cross bridge over Raritan river, then turn sharp left on first road wtih trolley, passing under railroads. At five-corners keep to the right with one line of trolleys to

South Amboy.—Meeting trolley tracks, turn left with same road into Bordenown avenue over railroad and turn left with trolleys. Follow winding road, with sharp turns to railroad tracks, at Morgans, using caution for bad turns, where wind right over bridge on main road direct to central four-corners of

Keyport.—Here turn sharp right and ahead past railroad station, crossing tracks at grade. Direct to fork of road, where (at sign "Long Branch") keep left, following curving road to fork with farmhouse. (Left fork leads to New Monmouth and Atlantic Highlands). Keep to right through Middletown (34.3 miles), and on evident road across river into Red Bank, taking first turn to left after crossing bridge to end of street. Bear left as far as fountain, Broad street, center of

Red Bank.—Turn right with trolleys from Broad street to Bassett street, at brick church, into which street turn left and then right into Branch avenue. A mile beyond turn sharp left into Rumson road, which follow direct to

Seabright.—Turn sharp right into Main street, which becomes Ocean avenue, famous driveway. Direct, with occasional evident bends and turns to

Long Branch.—At Long Branch strike Ocean avenue, paralleling and close to beach, which follow direct through West End, Elberon, Deal and Allenhurst, with occasional jogs, but route clear all the way, to beach pavilions, Asbury Park, where turn sharp right into any prominent street and follow trolley to Main street.

Asbury Park.—On the return trip the tourist may retrace his steps over the route already given or he may pursue what is generally known as the "inland" route, by way of Hightstown and New Brunswick.

Outing of the Maryland Club.

Headed by Captains Matt Gault and French the members of the Maryland Motorcycle Club, of Baltimore, assembled early on Sunday morning, the 23d inst. for their annual outing at Tinley's Shore Park, on Middle River. Captain Fisher and a delegation from the Baltimore Motorcycle Club joined the party and the trip was a most enjoyable one. Not a single instance of mechanical trouble was reported by the riders, although several had punctures. Many of the riders took this occasion to teach their wives and sweethearts the joys of motorcycling through the use of the tandem attachment. Howard French was in charge of the automobile carrying the refreshments, which came near to grief when the car stuck in a mud hole. After an hour's work the machine with its precious burden was extricated to the great satisfaction of those who had begun to fear the result. Once at the park the riders made sure of no further possibility of losing the supplies for the inner man, and incidently proved that no tonic for appetites was necessary in that crowd.

Various athletic stunts were next on the program, followed by the ball game. The masterly pitching of Elmer Diven of the B. M. C. was too much for the sluggers of the M. M. C., who could only secure three runs during the baseball game. Matt Gault, the twirler of the M. M. C.. held the enemy down to a tie score for eight innings, but went all to pieces in the ninth and gave the B. M. C. the two winning runs, which ended the game with a score of 5 to 3 in favor of the B. M. C. Farmer Blum umpired the game, and showed excellent judgment in all his decisions. The rest of the day was spent in loafing about and enjoying the cooling breezes from off the river, and the party returned to the city shortly after nightfall.

Race Called Off as Result of Dispute.

Georges Renel, the French motorcyclist captured the two feature events at the Tuileries, in Denver, Sunday, July 23. The opening event, a five mile match, was won by Glen Boyd, with Cort Edwards second; Boyd's time was 4:34⅘. The succeeding race, a five mile event for twin cylinder machines, was won quite handily by Renel, with Schwartz second, Good third and Armstrong fourth. In this event Cogburn had engine trouble which forced him to withdraw. King and Good were the riders in the next go, which was a five mile professional for twin cylinder machines, the winner to race Earl Armstrong for an additional five miles. In the first race Good came off with colors flying, but he was later defeated by Armstrong, whose time was 3:41⅗. The fourth event, a five mile invitation match between Schwartz, Good and Armstrong had to be dispensed with owing to a wrangle between the entrants, but the final event, which was a ten mile professional contest for twin cylinder machines, and one of the most exciting of all the day's exhibits, was won easily by Renel, with Schwartz second and Armstrong a close third. Time, 7:14⅕.

Covered Both F. A. M. Tours.

So far as known E. C. Marquardt, of Burlington, Ia., enjoys the distinction of being the only motorcyclist at the F. A. M. meet at Buffalo who has covered the routes of both the Eastern and Western tours. Marquardt left Burlington on July 5, and rode to Chicago, where he joined the Western tour. He came along with it to Buffalo, and lay over in the Bison town during the week of the meet to take in all the fun that was loose. After his stay at Buffalo Marquardt decided that he had not had enough of touring, and, anyway, he wanted to see more of the Easterners, whom he already had found quite likable. So when the hosts left Buffalo Marquardt left too, headed Eastward, and followed the Eastern tour route to Springfield. Like all those before him, who never had seen them, he went into ecstasies over the magnificent scenery and roads in the Berkshire Hills. At Springfield, the Iowan, of course, visited the Indian factory to see how the modern generation of the noble red man is made. He is riding a "7." From Springfield to Boston and return was another little jaunt he took, and then bidding goodbye to the wigwam he took the trail to New York. Since leaving home he had ridden 1,425 miles. After spending a few days looking over the "Big Village," Marquardt will turn his front wheel Westward. The return itinerary calls for stops at Philadelphia, Baltimore, Washington, Pittsburg, Dayton, Indianapolis, Chicago and home. He figures that his mileage will be in the neighborhood of 3,000 when he sees Burlington again.

Another Endurance Run for New Jersey.

Long distance road riders will have a change to add to their trophy collection by "taking in" the twelve-hour fall reliability run of the New Jersey Motorcycle Club on Labor Day. The course to Atlantic City will be the same as that used in the 24 hour run on Memorial Day, returning over the same route. For Labor Day the distance will be 250 miles, with an extreme running time of 14 hours. The start will be at 5 a. m., and the riders are due at Atlantic City at 11 a. m. A stop of two hours will be made there for dinner and rest, and it also will give tardy ones a chance to get in without penalty. The return trip will start at 1 p. m., and the riders are due in Newark at 7 p. m., minimum time, with two hours additional leeway. The contest is open to all F. A. M. members, and unusually good silver medals will be awarded to survivors finishing inside the time limit. The running schedule will be 21 miles an hour, but this should not prove difficult, as the sandpapered roads of Jersey are well known. Entry blanks will be ready soon.

From California to Kansas.

Two motorcyclists left Turlock, California, about the 20th of June and completed a trip of 2,000 miles July 15th, arriving in Fredonia, Kansas. They were on single cylinder Harley-Davidsons, one a 26", magneto and the other a 28", battery. Pretty good running time, only stopping on the road eight days on account of rain and bad roads. Of course they encountered a few hardships along the way, but they were overcome, and are now making preparations to start back some time within the next month.

The trip was made on G & J tires; one set of tires had been run 3,000 miles, and the other 700 miles, respectively. They only had six punctures, which were easily fixed.

OFFENDERS FEEL F. A. M. SCREWS

Don Johns and Ray Peck Suspended for Fouling—Punishments Meted Out to Many Others.

Apparently encouraged by the confidence shown in his administration of F. A. M. competition affairs, by the majority vote which his nomination for a directorship at the national assembly at Buffalo brought out, Chairman Thornley, of the competition committee has put the screws down hard on a big crop of offending riders during the past week and meted out wholesale suspensions. Most prominent among the sufferers is Don Johns, who came into fame last winter as a protege of DeRosier and by breaking several amateur records. Johns was suspended for six months from July 4. Two months vacation was doled out to him for alleged fouling of another rider in a race at San Bernardino, Cal. The other four months was inflicted for alleged cursing of the officials. The complaints were made by the officials, and, as is apparent, they have been backed up to the limit. At the same time Ray Peck, also of Los Angeles, was given two months for fouling Johns in the same race at San Bernardino. It apparently was a case of tit-for-tat. However Peck kept quiet.

Having finished with the Californians, the chairman next directed his attention to the men who knocked the wind out of the Asbury Park meet on July 4th, by either failing to appear or refusing to ride. Here are the vacations handed out to the delinquents: E. T. Jenkins, Asbury Park, six months for failing to ride as agreed, and indefinite suspension for competing at an unsanctioned and rival meet in the vicinity on that date; L. D. Conover, Middletown, N. J., six months for refusing to ride and failing to give sufficient reason therefor; C. J. Davis, Brooklyn, N. Y., six months for failing to appear; Ferd Mercier, New York City, thirty days for failing to appear. Jenkins, Conover and Davis all signed entry blanks, it is alleged, and their actions following their non-appearance is responsible for the stiff punishment.

Mercier, it appears, had a verbal contract with the promoter, and stated to the chairman that the reason that he did not keep it was that he was ordered by the Hendee management to ride at Hartford, Conn., on that day, which he did. Mercier naturally chose "the easiest way" out of a difficult situation, and while his breach of faith with the Asbury Park promoters could not be overlooked entirely.

There were several motorcycle meets in Baltimore, Md., on July 4th, and one of them held at Prospect Park, was an unsanctioned affair. It also is alleged thath a woman competed, which is a violation of the competion rules. For alleged competition at this meet the following are indefinitely prohibited from riding at a sanctioned meet: W. H. Logue, Jr., B. J. Logue, G. W. Rogers, T. Chrul, Paul Dresser, James Moore, E. Allard, G. D. Webber, Jr., J. M. Hepburn, J. Sieger and Andrew Rupp, alias Andrew Winfield, alias Andrew Winfield Rupp.

Not only are this crop of riders in "hot water," but the Harlem Motorcycle Club, of New York, also is close to the rocks. R. T. Wennstroem alleges that the club owes him a medal, won by him in its Atlantic City run last year, and that he has not received it. The chairman threatens to prefer charges against the club, looking to the cancelation of its F. A. M. affiliation, if it does not "produce" quickly either the medal or a good defense.



Marion F. Graham, of Baltimore, with his wife and "kiddies" on the family motorcycle taking their usual Sunday morning ride.

SCHMIDT STARS AT SCHENLEY OVAL

Captures Two Firsts and One Second—Great Crowd Sees Simon and Harris Take a Tumble.

Witnessed by the largest crowd that has attended an event on the Schenley Oval, Pittsburg, this season, with the exception of the athletic meet on July 4th, the Pittsburg Motorcycle Club conducted a most successful race meet on the afternoon of the 21st. In all there were six events on the card, ranging from 3½ to 15 miles. In the second race, a 10 mile trade riders stock, A. G. Schmidt, riding an Indian, finished second, being beaten for the first time since 1908. The winner was H. Payne, Indian, who later also captured the special five mile trophy. There were two spills, but no one was injured. In the second event, five miles for private owners, H. E. Simon, riding a Harley-Davidson, slid into the fence, but escaped with a bruised skin. In the next race, a 10 mile affair for trade riders, the rear tire on W. R. Harris's Harley blew out, but he was not injured in the fall. Summary:

Five mile, private owners—Won by G. A. Black; second, W. R. Harris; third, J. Marquin. Time, 7:51.

Ten mile, trade, stock—Won by H. Payne; second, A. G. Schmidt; third, G. A. Black. Time, 13:24.

Ten mile, 50 cubic inch class—Won by A. G. Schmidt; second, I. G. Natcher; third, H. Payne. Time, 12:47⅘.

Fifteen mile club championship—Won by H. Payne; second, G. A. Black; third, H. D. Immel. Time, 19:51.

Three and a half mile, miss and out, 50 cubic inch stock, last man in each lap eliminated—Won by A. G. Schmidt; second, I. G. Natcher; third, W. R. Harris. Time, 4:34.

Five mile consolation, for riders who failed to place—Won by C. Z. Clements; second, L. Shipley; third, G. W. Beahm. Time, 6:35⅗.

Allentown Motorcyclists Organize.

Thirty-five motorcyclists of Allentown, Pa., got together at the home of one of their number last week and formed the Allentown Motorcycle Club. Officers were elected as follows: Fred Strauss, president; F. Fried, vice-president; Clarence Guth, secretary; Roman Reinhard, treasurer; W. Shankenberger, captain; E. A. Hagenbuch, first lieutenant; R. R. Ruch, second lieutenant; Edward Erb, color bearer. Among the officers are included mechanicians and first aid men, the former to minister to ailments of the machines and the latter to patch up riders in distress. The colors of the defunct Allentown Wheelmen, orange and black, were adopted and color pennants will be carried on the machines.

CLARK KEEPS ON CLIMBING

Beats Kramer in Half-mile Event—Cavanaugh Wins Special Match in Two Straight Heats.

Jackie Clark, the Australian Rocket, is again pulling up on National Champion Frank Kramer in the championship table. In the half mile national championship race held at the Newark Velodrome, on Wednesday evening, July 26th, he showed his gameness in the semifinal, when Fenn and Root stole around him, on the bell lap, and he just qualified by kicking in second at the tape. The final of the half mile started with Fenn, Kramer, Clark and Hill at the pole, and was a stall by the different riders until, with one and one-half laps to go, Jackie Clark loosened up and jumped to the front. On the back stretch Clark uncovered so much speed that Kramer could not get up, and finished third, beaten out in the sprint by Fred Hill, who was three-quarters of a wheel length behind Clark and half a wheel length ahead of Kramer. Willie Fenn, who was the other rider in the finals, was dropped in the final sprint to the tape and finished about twenty feet behind the leaders.

In the first heat of the mile match race between Alvin Loftes, Frank Blatz and Frank Cavanaugh the three riders started off and crept along the track with Loftes in the front, Blatz hanging on his rear wheel and Cavanaugh alongside of ihm, all three watching each other as a hawk watches a farmer with a shotgun. With two laps to go, Blatz hit up the gait, with Loftes hanging on to the rail. At the stretch leading to the tape, Cavanaugh jumped out from the back and crossed the tape a winner by about six feet over Loftes and a half a wheel length ahead of Blatz, who finished second. In the second heat of the one mile match race, the riders were paced by Adam Beyerman for five laps, when Cavanaugh shot to the front, and stayed there, although Loftes fought him all the way to the tape, being beaten by a foot, with Blatz third. The time, 2:04⅕, was very fast for a match race.

In the two mile handicap professional Macfarland protested to the referee that the long markers had too much of a handicap, and Handicapper Kelsey set all handicaps back twenty feet, so as to give the spectators a better race. Jackie Clark rode from scratch alone (Frank Kramer not riding in this race), but caught up to Root, Fogler, Macfarland and Hill, who were on forty, sixty, seventy and eighty ards, respectively, after they had ridden two laps. Clark, in the bell lap, had been pulled up to the leaders, and passed them in the stretch, winning the race. This was the best race of the evening, being run off in 3 minutes 44⅕ seconds, the best time that has been registered on the Eastern tracks in recent years.

In the half mile handicap amateur with Cavanaugh and Loftes on scratch, H. Van Den Dries, who was on the 40 yard mark, jumped the bunch in the first lap and had a lead of 10 yards on them before they could get going, and was not overhauled until the final stretch. Then Stanley Carmen, of the New England Wheelmen, who was riding from the 30 yard line, caught him and beat him out to the tape, winning by a wheel length, Van Den Dries finishing second.

The two mile amateur open had twenty-one starters, and was won by Frank Cavanaugh, with Alvin Loftes second, Chester Smith third. Walter Pofahl was the winner of the lap prize.

The twenty mile professional motorpaced race between George Wiley, Elmer Collins and Percy Lawrence was the last event on the evening's program. Lawrence, who was leading, was passed by Collins in four miles,a nd had a lead of a quarter of lap on him for three miles. At six miles and one lap Carl Rudin, who was pacing Wiley, had trouble with his machine, and Wiley was lapped by both of the other riders. Rudin was compelled to stop at the seventh mile on account of his motor missing, but Wiley continued to stay on the track plugging along unpaced until Collins and Lawrence had both lapped him twenty-two times. Rudin then got his motor going again and came out on the track, picked up Wiley and started out after the flying leaders. At thirteen miles Rudin's machine went out of commission again and he had to take the machine off the track so that Wiley was again repeatedly lapped by the leaders. Lawrence got after Collins in the bell lap, but lost Jimmy Hunter, his pacer, in the back stretch and had to be content with finishing second, while Wiley was third. An average speed of one minute and 21 seconds was made in this race. Wiley says that this will be his last appearance, as he had several falls of late and desires to quit while his anatomy is intact. Summaries:

Half mile championship—Won by Clark; second, Hill; third, Kramer; fourth, Fenn. Time, 1:19.

Half mile handicap, amateur—Won by Stanley Carmen; second, H. Van Den Dries; third, Joseph Kaufman. Time, 58 seconds.

One mile special match race; first heat won by Frank Cavanaugh; second, Frank Blatz; third, Alvin Loftes. Time, 3:11⅕. Second heat won by Frank Cavanaugh; second, Alvin Loftes; third, Frank Blatz. Time, 2:04⅕.

Two mile open amateur—Won by Frank Cavanaugh; second, Alvin Loftes; third, Chester Smith; fourth, Paul C. Heidrich; fifth, Adam Beyerman. Time, 4:16⅕.

Two mile handicap, professional—Won by Jackie Clark; second, Joe Fogler; third, W. S. Mitten; fourth, Ernest Jokus; fifth, Fred Jones; sixth, Floyd Krebs. Time, 3:44⅕.

Twenty mile motorpaced race—Won by Elmer Collins; second, Percy Lawrence; third, George Wiley. Time, 27:19⅖.

Pioneer Day at Salt Palace.

More than 3,500 enthusiastic and madly cheering spectators assembled Pioneer Day, July 24th, at the Salt Palace track, in Salt Lake City, where they saw Iver Lawson beat Paddy Hehir in the championship event. In the pro-handicap excitement knew no bounds also, for in this event the middle mark men rode as though they were being pursued by all the furies. Crebs, too, rode a fine race and won from West in two straight heats. Summary:

Three mile amateur championship—Won by Smertz; second, Colvin; third, Meredith; fourth, BMrazier. Time, 6:28.

Two mile motor-paced match race—Won by Wilcox over Samuelson, in two straight heats. First heat, 2:52⅗; second, 3:21.

Half and three-quarter mile heats—Won by Crebs over West. Time, 1:32⅗ and 2:01⅗, respectively.

Half-mile professional championship—Won by Lawson; second, Hehir; third, Halstead. Time, 58⅗.

One mile handicap, professional—Won by Wright; second, Crebs; third, Diefenbacher; fourth, Backer; fifth, West. Time, 1:46⅕.

Five mile single cylinder match—Won by Glen Boyd; second, Cort Edwards. Time, 4:34⅖.

Five mile twin cylinder match race—Won by Renel; second Schwartz; third, Good; fourth, Armstrong. Time, 3:37⅘.

Five mile professional for twin cylinders—Won by Armstrong. Time, 3:41⅗.

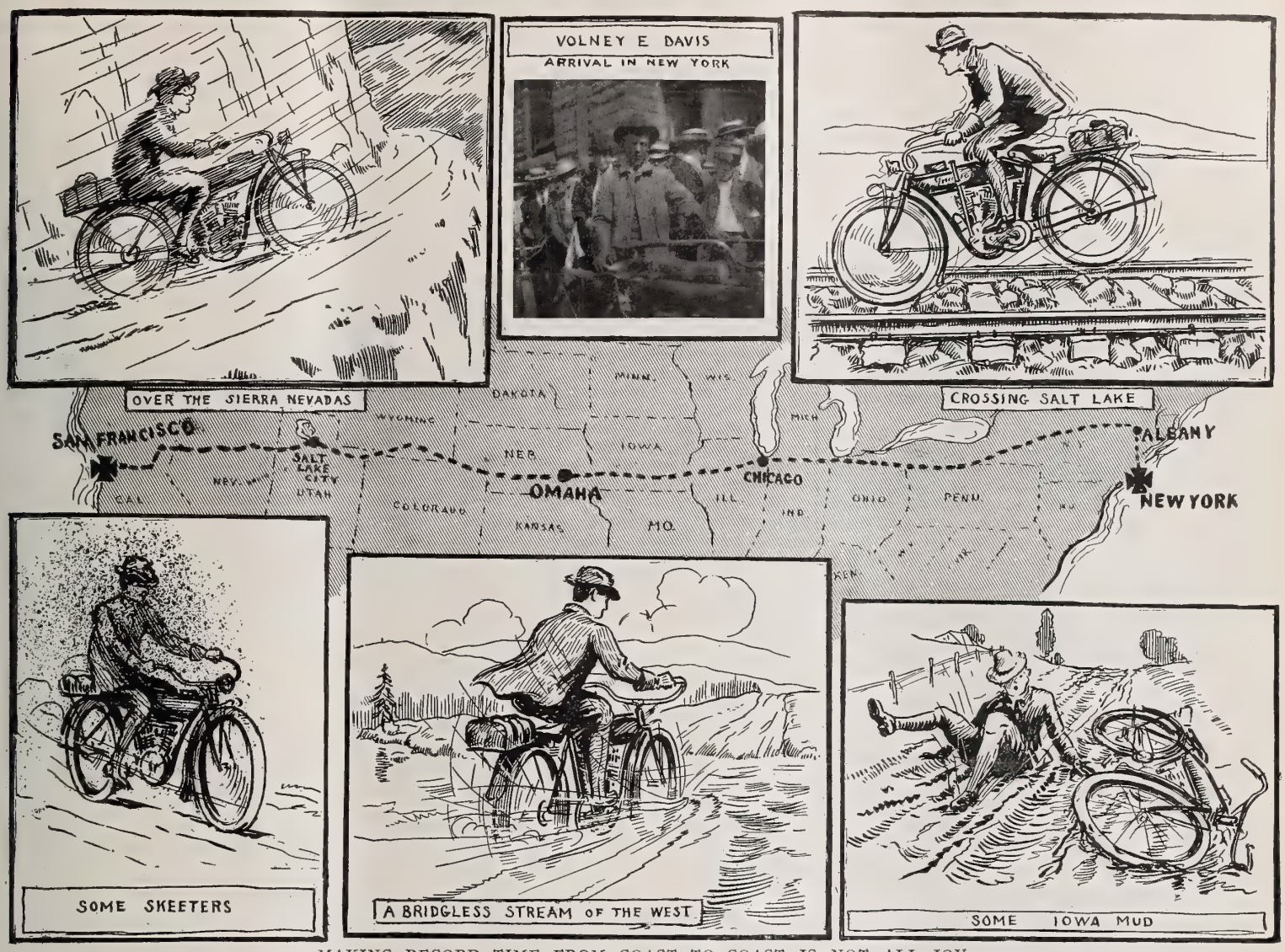
Ten mile professional, twin cylinder match—Won by Renel; second, Schwartz; third, Armstrong. **Time, 7:14⅘.**

Amateurs to Try for Road Records.

The Hicksville Athletic Club has secured a permit from the National Cycling Association for holding a carnival of bicycle races on the Newbridge road, at Hicksville, L. I., on Sunday, September 3rd. With the exception of a novice race, which is open to residents of Nassau county, only events in which there is probability of the N. C. A. road record being broken are listed. These include the quarter-mile, half-mile, two miles and five miles, the records for which are, respectively, 38 seconds, 1 min. 32 sec., 5 min. 7⅕ sec., and 12 min. 28⅗ sec.

The course selected is one of the best in the country for fast riding and is ideal in every way for record breaking, being flat and practically free from traffic. Gold, silver and bronze medals will be awarded to the various winners and a time prize will be given to the rider making the fastest time in the handicap events. Entries close August 29th, and blanks may be had from Jerome Steinert, Hicksville, L. I.

SOME INCIDENTS OF THE TRIP OF VOLNEY DAVIS FROM SAN FRANCISCO TO NEW YORK



MAKING RECORD TIME FROM COAST TO COAST IS NOT ALL JOY

Lawson Wins at Salt Palace.

Meteoric sprinting carried Iver Lawson to the winner's tape on the evening of the 16th inst. at the Salt Palace. Lawson has of late shown capability for some splendid bursts of speed, but his exhibition at the track last Tuesday was great. Paddy Hehir, with his capabilities for sudden starting, flashed down the track on the last mile while the whirling wheelmen were almost grappling with each other for first place. With an unexpected lunge he darted forward, but was shortly outdistanced. Of the fourteen riders that started, only seven were in action during the last four laps. Just at this point Peter Drobach launched forward, from the rear of the group, and before the rest knew what had happened he had opened a gap of about ten lengths, and was spurting ahead full tilt. At this critical juncture Walker, with Lawson almost on his back, issued from the group, and together they speedily overhauled Drobach, making things look like an independent race between themselves. But Lawson had his wings on—his old time wings—and for the remainder of the going he gave the spectators a vision of his past prowess and speed, finishing the distance as fresh as though he had gone but a quarter mile.

In the match pursuit race Manager Pye had it all over Billy Samuelson, whom he allowed to hold the lead until he got ready to take the prize. Though in the finest of fettle apparently, Lawson, however, failed to beat his record in the quarter-mile, due, doubtless to his start, which was as poor as his time was good. Huey and Colvin shared the honors in the amateur race, which helped the spectators to forget the pitiable motor-paced affair which the management billed as a racing event. Some of teh motor men in this event were about as steady as a bare footed man on a hot griddle and nearly gave the spectators nervous prostration. Summary:

One-quarter mile, amateur—Won by Huey; second, Mayer; third, Meredith. Time, 30⅗.

Mile handicap, amateur—Won by Colvin (scratch); second, Oberg (40); third, Meredith (45); fourth, Kramer (55). Time, 2:02.

Australian pursuit—Won by Pye. Distance, two miles, three laps, 30 yards. Time, 5:07⅗.

Five mile, professional championship—Won by Lawson; second, Anderson; third, Walker; fourth, Wright. Time, 10:00.

Three mile motorpaced—Won by McCormick; second, Stein; third, Samuelson. Time, 3:37.

Capital Club Not to Disband.

Contrary to published reports the old Capital Club, of Washington, D. C., an organization of bicyclists formed in the days of the "high wheeler," is not disbanded, according to a statement recently made by the society's president, Irving Williamson. What gave rise to the rumor was the fact that the government had bought the society's clubhouse at 409 15th street, but despite the fact that this is so, the organization has still preserved its integrity and will continue to hold meetings at least once a year, which will probably be in the form of reunion banquets.

ANNUAL PICNIC OF C. R. C. A.

Dancing and a German Band Keep Cyclists Moving—Many Clubs Were Represented.

To the tune of "A Hot Time in the Old Town To-night," the third annual picnic and ball of the Century Road Club of America, New York State Division, was held on Saturday, July 22nd, at Dauer's Park and Casino, Richmond Hill, L. I. Dancing commenced at 2 p. m. with about twenty couples on the floor, but as the afternoon progressed more and more arrived, so that at 7 p. m., when the dancing stopped for a few minutes, there were about 150 people at the park, although they did not all get into the picture. The music consisted of a band of six pieces, but was of the German variety, a lot of noise with no particular tune. The dancing stopped at 10 p. m., and from then until the park closed at 1 a. m., the cyclers played the roulette wheel for prizes at five cents a chance. A Kirchner, of Brooklyn, had a lucky streak and won one prize after another, so that when it came to closing up time he had to have help to take the "junk" home.

A drawing was held for a silk embroidered pillow at ten cents a chance, for the benefit of the pension fund of the C. R. C. of A. This was won by Miss Stoddard, of Brooklyn, who bougth one of the last chances to be sold. Great credit was due to Mr. E. E. Fraysee, chairman of the picnic committee, for the good work he had done in making this affair the great success that it was. H. A. Gliesman, Victor Lind. Geo. Uniss, Geo. Glanz, Herman Lind and many other of the bicycle dealers in the Greater City, were present at the scene of jollification at some time during the afternoon and evening. Representatives were present from the Century Road Club Association, New England Wheelmen, Acme Wheelmen, Iver Johnson Wheelmen, Phraha Wheelmen, B. B. C. "Blesk" (The "Bohemian Bicycle Club"), Gotham Wheelmen, Courier Cycle Club, Schroeder Wheelmen, Century Road Club of America, N. J. Division, Morris Park Wheelmen, Lind's Bicycle Club, Empire City Wheelmen, and the Tiger Wheelmen.



ANNUAL OUTING OF THE NEW YORK STATE DIVISION, C. R. C. A.

Motorcycle Races in Blue Grass State.

Invading the very stronghold of the horse, motorcycles will kick up the dust at the Blue Grass fair, at Lexington, Ky., on August 7. Two events will be run, both at ten miles. One will be for singles, the other for twins, and all amateur riders in the State are eligible. Cups will be given as prizes. No entry fee will be charged. Arrangements are in charge of C. D. Callaway, 148 West Main street, Lexington, Ky., who will furnish all information.

TWENTY-THREE FOR C. R. C. A.

They Ride to Greenwich, Conn., and Dine at Mitchell's—Back in New York at 6. P. M.

For the third time the Eastern Division of the Century Road Club of America enjoyed a run to Greenwich, Conn., on Sunday, the 16th inst., twenty-three riders starting in double line from Columbus Circle. The route was along Central Park West to 110th street; 7th avenue, thence through 125th street to Willis avenue and Southern Boulevard to Pelham avenue, thence to Boston Road.

J. M. Mitchell had extended an invitation to the club to take dinner at his home in Greenwich, but as only ten or twelve had been expected, it was deemed wise for several of the boys to find accommodations elsewhere. The dinner at Mitchell's "was as good as Delmonico could put up," and the cyclers had no trouble in "putting it down." A start for "good old Manhattan Isle" was the next thing on the program in quick order, but trouble delayed the bunch for a half hour. The first stop on the way home was at Larchmount, for refreshments, then another at Pelham Bridge, finally reaching the last checking station on Jerome avenue about 6 o'clock, a little tired but happy.

Here's What One

Harley-Davidson

Accomplished in One Day

At La Salle, Ill., July 4th, Romeo Donat's
Stock Single Cylinder Harley-Davidson

WON 3 Mile Novice Race

WON 5 Mile Private Owner's Race

WON 5 Mile Handicap

WON 5 Mile County Championship

WON 1 Mile Special Match Race

First Single to Finish **5 Mile, 50 cu. in., Free-for-All**

First Single to Finish **3 Mile Free-for-All**

First Single to Finish **5 Mile Free-for-All**

First Single to Finish **1 Mile Time Trials**

Harley-Davidson Motor Company

850-L-Street **Milwaukee, Wis.**

Greatest Crowd of the Season at Scarboro Beach Track, Toronto

By far the greatest crowd of the season turned out for a mixed program of bicycle sports at the Scarboro Beach quarter-mile oval, Toronto, on Saturday night, July 22d, and the patrons were well repaid for their trouble, as the evening was full of incidents. The presence of Tom Eck's racing girls undoubtedly made a great drawing card, and their two races, which were for "blood," more than came up to expectations.

Gordon McMillan, of the Tecumsehs, scored twice during the evening. With eyes still badly blackened from his fall of the previous week, in his match race with Walter Andrews, the Canadian half-mile champion showed the way in the one mile open, beating seven classy wheelmen to it. Then, later, hooked up with his team mate, Scotty Wilson, the Tecumsehs were able to clear the track in the team pursuit, catching three other teams in less than five miles. Starting 110 yards apart, the first to be put away were the Stratford pair, Brown and Allan, who locked handlebars and went down in a heap after going only a mile. Hogben and Horncastle, who composed the Hamilton stable, did not work well together and they, too, came to grief in short order, leaving Andrews and Young, winners of the previous pursuit race, and McMillan and Wilson to fight it. The latter went after their victims in great style, and passed them with a mighty rush. The riding of the victors was splendid, the distance being 4⅜ miles, and the time 11:13. Summaries:

One mile novice, first heat—Won by H. Coleclough; second, Albert Hunt; third, H. G. Morley. Time, 2:22⅗.

Second heat—Won by H. Simmons; second, G. Watson; third, H. Pilgrim. Time, 2:30.

Third heat—Won by F. Brown; second, F. Harris; third, N. Knight. Time, 2:23⅕.

Final—Won by F. Brown, Stratford; second, H. Coleclough; third, F. Harris. Time, 2:24.

Quarter mile ladies bicycle race—Won by Miss L. C. Rogers; second, Miss Jessie Stalter; third, Miss Agnes Rauhe. Time, 37⅗.

First heat half mile city championship—Won by Walter Andrews; second Doc Morton; third, Gus Hogben, Hamilton. Time, 1:30⅗.

One mile open—Won by Gordon McMillan; second, Herb McDonald; third, Roy Brady. Time, 2:25.

One mile Italian riders—Won by Joe Merino; second, Spencerino; third, Joe Lestro. Time, 2:44.

Second heat, half mile city championship—Won by Walter Andrews; second, Doc Morton; third, Gus Hogben, Hamilton. Time, 1:42⅗.

One mile handicap, for ladies—Won by Miss L. C. Rogers (20); second, Miss Agnes Rauhe (40); third, Miss Jessie Stalter (scratch). Time, 3:04.

One mile messenger boys—Won by C. Coleclough; second, A. Spencer; third, Artie Belz. Time, 2:49.

Five mile motorcycle race—Won by Alex Barry; second, Lou Marsh. Both rode Motosacoches. Time, 9:58.

Unlimited team pursuit race—Won by G. McMillan and Scotty Wilson; second, Walter Andrews and Harry Young; third, Hogben and Horncastle, Hamilton. Distance, 4⅜ miles. Time, 11:13.



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

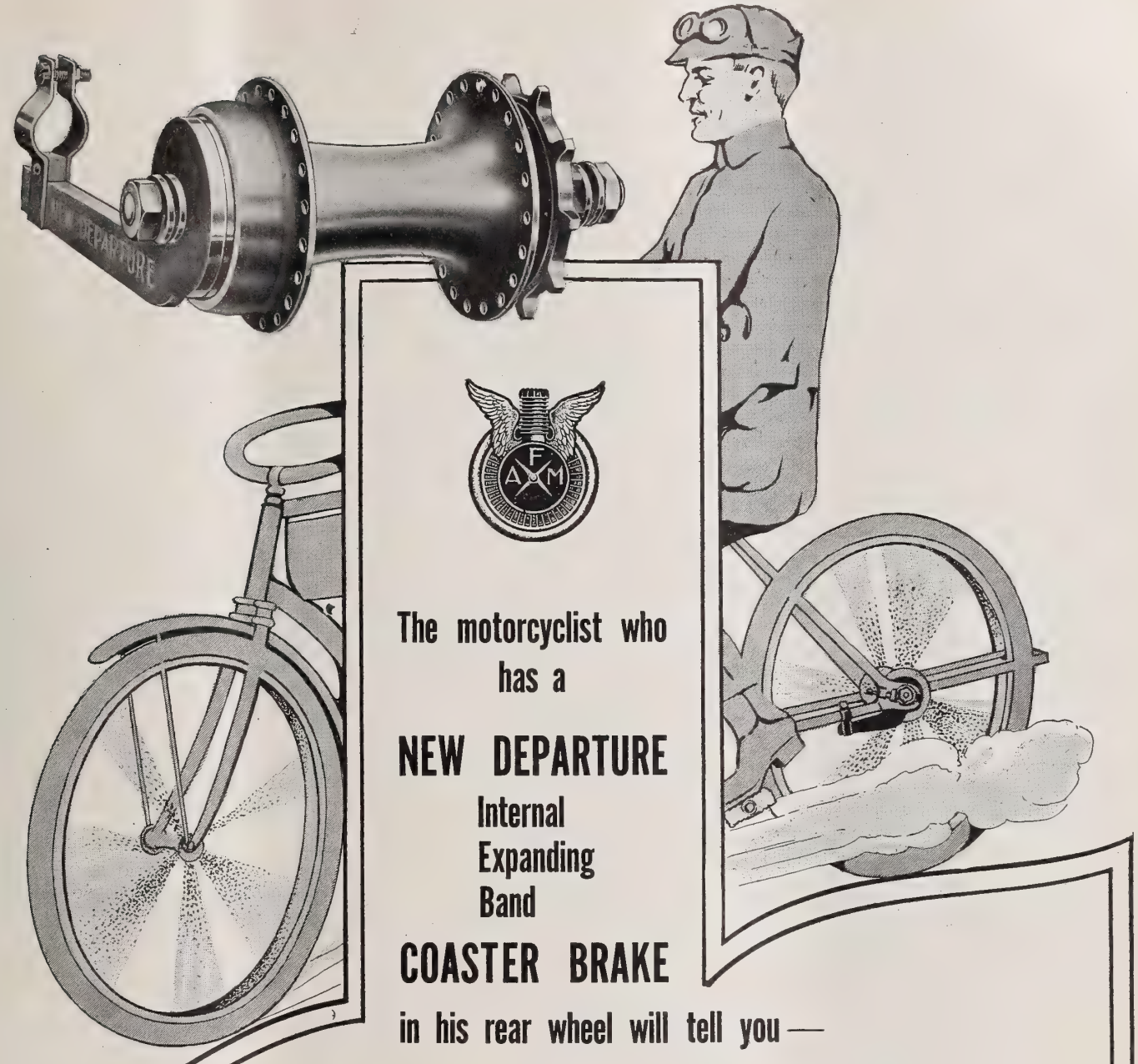
Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

The Prest-O-Lite Co.

245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE



The motorcyclist who has a

NEW DEPARTURE

Internal Expanding Band

COASTER BRAKE

in his rear wheel will tell you —

It never fails to operate satisfactorily.

It is the most reliable part of his machine.

It has more power than he ever really needs — he can stall his engine with it.

It is strong to the point of indestructibility.

It has proven it's success.

Among all the motorcyclists who attended the big Buffalo F. A. M. meeting and whose machines were equipped with New Departure Coaster Brakes all reported the brake as giving excellent service and fulfilling all claims made by it.

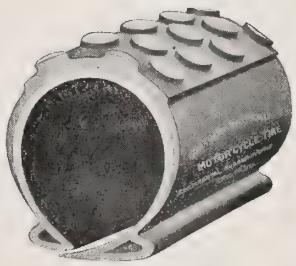
THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors

EVERY DAY SERVICE

and not special performances is what counts in a motorcycle tire. Tires built specially for special events are not what you want for equipment on your machine.

Continental-Erie



Anti-Slip Tread

Motorcycle Tires

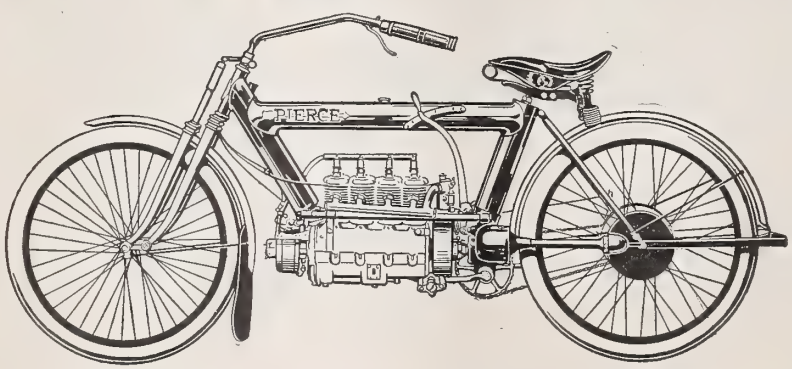
are constructed to meet the requirements of your machine in every day service and are guaranteed to reduce your tire expense to the minimum.

Ask Your Jobber—He Knows

CONTINENTAL RUBBER WORKS, Erie, Pa.

New York Branch—35 Murray Street

PIERCE CLIMBS THE ALPS



Simplon Pass, The Alps, July 4, 1911.

THE PIERCE CYCLE CO.,
Buffalo, N. Y.

Gentlemen:—Today I went to the top of Simplon which is 6,500 feet high. Pierce four cylinder went up like a rocket. Snow alongside of road. Descent equally successful.

Hurrah for America and the Pierce.

Sincerely, M. C. SWAN.

¶ Pierce motorcycles (single and four cylinder models) have been winners in 9 endurance contests and hold the only Grand Prize award ever bestowed on an American motorcycle.

Ask for Catalogue "A" and Agency Proposition.

(We also manufacture Pierce Bicycles.)

THE PIERCE CYCLE CO., Buffalo, N. Y.

Pacific Coast Branch—Oakland, Cal.

PROVED BY PERFORMANCE

The finest kind of proof of what a motorcycle can do is what it does do in the hands of its purchasers.

Emblem Motorcycles

deliver the goods under all conditions and keep doing it. The following letter is a sample of the kind we are constantly receiving:

Ida, La.

EMBLEM MFG. CO., Angola, N. Y.

Gentlemen: The 5 h. p. Emblem flat belt and idler received by express.

I must say, I have been in the wheel business for some time—have tried other makes of motorcycles over the hills and sand here, some have one fault and some another, but if any one wants the machine that has the power to take them up the steepest hills and one that will bring you home every time, and always ready to go—get the "Emblem."

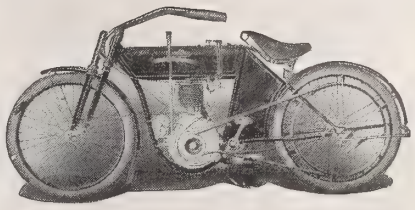
It is the ONE motorcycle that will make good EVERY TIME. Everyone says it is the BEST ever seen here; you can expect more orders.

Thanking you very much for your "square" way of doing business, I beg to remain,

Yours respectfully,
N. B. SPEARMAN.

Get aboard the Emblem band-wagon and joy-ride to the Paradise of Motorcycling—the Land of Content.

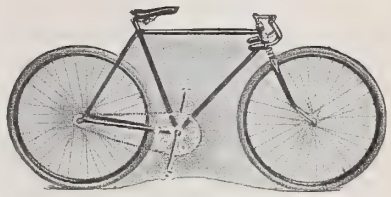
Emblem bicycles and motorcycles furnish the surest kind of transportation.



EMBLEM MANUFACTURING CO.

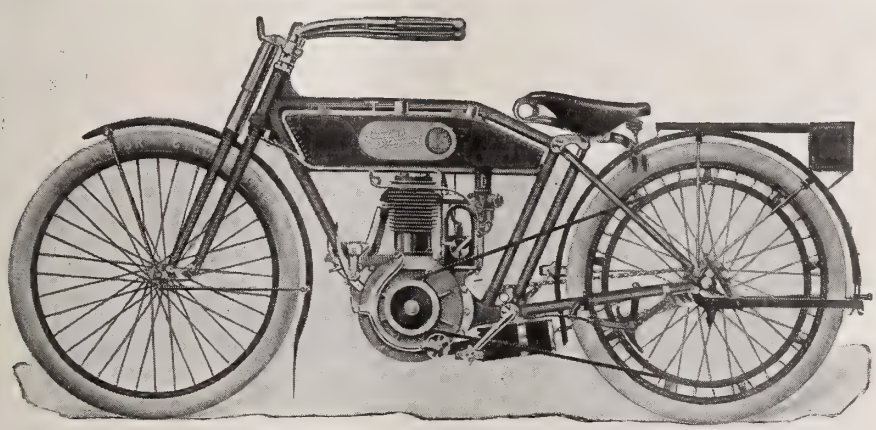
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.



The Qualities That Make a Winner

are derived only from correct design, perfect material and skilled workmanship. The very best of them is embodied in



The Reading-Standard

Comfort, Safety and Satisfaction

are assured by our combination of shock absorbing seat post and the most elastic spring fork ever made, adjustable foot rests and low saddle position, double brake system, two distinct oiling systems, perfect balance and steering qualities, ball bearing motor and other exclusive features.

The Highest Quality at the Right Price

WRITE TODAY FOR NEW CATALOG AND OPEN TERRITORY.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

FISK BICYCLE TIRES

A Low-Priced Tire of Unusually High Quality



FISK MASSASOIT ROAD TIRE with plain tread meets the demand for a low-cost tire made of standard quality by manufacturers of national reputation.

THIS tire was formerly made for the trade without our name, but it gives a service so superior to other low-priced tires that they are now sold under our own brand, which carries our regular guarantee.

SELECT the Fisk Tire that suits your requirements and you will have the best tire made.

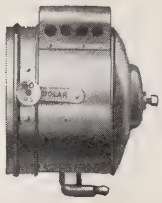
DEALERS in Fisk Tires never find business dull. Write for particulars.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities

This Steady Light Saves Lives



Solar Lamps for cyclists and motorcyclists never flicker or "hesitate," but shine **steadily** and **brilliantly** every **moment.** A Solar Lamp is an advance guard that is not only desirable but **necessary** to speeding riders. Many a Solar has saved a life by showing obstructions far ahead. A faltering, flickering light is almost more dangerous than no light at all. It bewilders the rider and makes him reckless or makes him slow.

Solar Lamps are proof against vibration, and embody the best of the science of lamp manufacture. They have been the recognized standard for the past fourteen years.

See Solar Motorcycle Lamps at your dealer's. Write for the Catalog. Then see the lamps.

BADGER BRASS MANUFACTURING CO.

Kenosha, Wis. (138) **New York City**

SOLAR LAMPS

Don't Forget the Connecting Link When Buying a New Chain





You know this is important for quick repair on the road.

Diamond Chains have absolutely the simplest connection ever offered—one that can be made or broken in an instant. The chains themselves are right up to scratch in every way too.

Ask your dealer.

TRADE ◇ MARK



Diamond Chain and Mfg. Co.

141 W. Georgia St., Indianapolis, Ind.

Capacity 8,000,000 feet per year (105)

PERRY'S CHAINS



VICTOR.

Announcement!

We have taken the American distribution of Perry's chains for bicycles and motorcycles, and shall maintain a constant stock in our warehouse in New York for the benefit of the trade in the United States and Canada, to whom these famous chains, which are made in England and used the world over, are now available.

D. P. Harris Hardware Co.

Distributors

48 Warren Street NEW YORK CITY

KELLY-RACINE

Twin Cylinder Motorcycle Tire

HAS MADE THE BIGGEST KIND OF A HIT!



Heavy Duty

Long Service

Absolutety Non-Skid

Recognized instantly for what it is—"the daddy of all motorcycle tires"—the response has been instantaneous and confirms our confidence in the judgment of trade and riders. For the first time the motorcyclist now has at his command a tire equal in every respect to the finest motor car tire made and superior to most.

The Kelly-Racine Twin Cylinder Motorcycle Tire has "caught on" and will hold on by its ability to withstand heavy duty and long service.

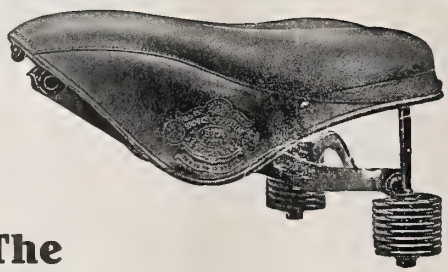
KELLY-RACINE RUBBER COMPANY

Racine, Wis.

When buying Motor bicycles

remember that there is only one saddle which can ensure the riders perfect comfort when awheel. because—

There is only one—THE BROOKS—which can embody the original and only genuine compound spring—the only spring which successfully absorbs vibration yet, by its compensating action, eradicates entirely all tendency to bounce.



The BROOKS

B104 MOTOR CYCLE SADDLE, EMBODYING

The Original and Only Genuine Compound-Springs

Manufactured by

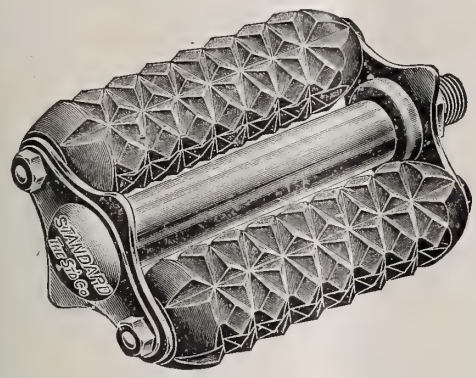
J. B. BROOKS & CO., Ltd., 73 Criterion Works

BIRMINGHAM ENGLAND

When selling Motor bicycles

remember that the name of BROOKS is known in every corner of the globe—
That there is none other with an equal reputation, and—

That that fact, together with the merits of the saddle—merits which must immediately appeal—will exercise an untold influence in the making of an easy sale.



"Cushion saddles for the feet" is the way one man describes the jar-relieving action of the

No. 3 Standard Motorcycle Pedal

Instead of being rat-a-tat hammers on the shoe bottoms of the rider, these pedals are big, generous, soft, rubber cushions, with deep corrugations that prevent the laziest foot from slipping off. They sell for $3 per pair. Send for descriptive circulars.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES,
BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS

THE STANDARD CO., Torrington, Conn.



How to Satisfy Your Customers and Make Money



The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

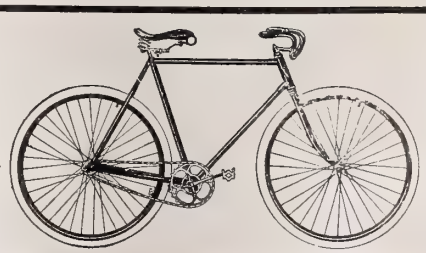
Consolidated Quality and Service Unequalled.

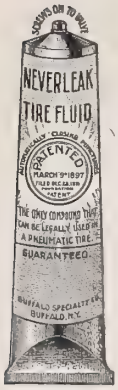


The Consolidated Mfg. Co.
1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
RUD CYCLE CO., Boston, Mass., New England Distributors
KELLEY-KOW-THOMSON CO., Duluth, Minn., Northwestern Dist. Dealers

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.





NEVERLEAK

Every Bicycle Rider Wants It

Bicycle season is Neverleak season; Neverleak season is PROFIT season.

Every bicycle repair man and every bicycle sundries store should handle Neverleak. There's a big demand for it. It is the only real fluid that automatically repairs punctures without the rider having to dismount or even knowing there IS a puncture.

Besides doing a good business on Neverleak you get a line of valuable premiums that really make your eyes bulge. They are beauties—not a cheap looking one in the lot. Just ask your jobber about it to-day, or write to

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.



Read what Mr. Stanley T. Kellogg has to say about the new model No. 8 "OLD SOL" Motorcycle Searchlight.

Send for our lamp and handlebar chart which describes the new models and supplies all bracket information.

Manufactured by EXCELSIOR SUPPLY COMPANY Established 1876 — Main Office Randolph St. Bridge — Factory 22d and Union Sts. CHICAGO

EXCELSIOR AUTO-CYCLE

Eastern Representative STANLEY T KELLOGG — 169 Beechwood Ave. BRIDGEPORT CONN

May 1st, 1911.

Hawthorne Manufacturing Co., Inc.
35 Spruce Street,
Bridgeport, Conn.

Gentlemen:

Confirming my verbal order given your Mr. Hawthorne, beg to say that I would ask you to enter my order for 100 of your large type Old Sol head light with bracket.

This is the Daddy Sol lamp that I have reference to and is the same as one tried out by Mr. Richard Steiner in the recent New York-Southampton Reliability Run. Mr. Steiner states that this lamp performed with the best of satisfaction, and showed far greater light than 50% of the automobile lights passed on the road. As for motorcycle lamps it has them all put out, even your present Old Sol lamp that is superior to any other motorcycle lamp on the market.

In giving you this order, at this early date, I trust that you will be able to get out a number of the lights in the very near future so that I can deliver to the already asking trade.

I would thank you to acknowledge this order and assure you that I am awaiting patiently the first shipment.

Respectfully yours,

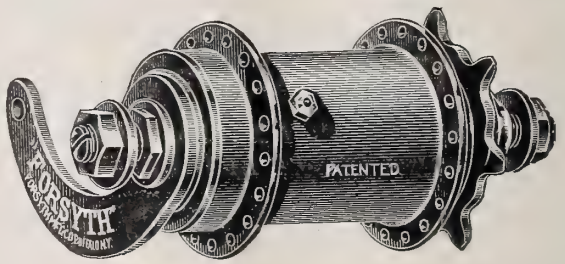
EXCELSIOR SUPPLY CO.

Eastern Distributor.

The above tells the story.
Don't delay sending in YOUR orders.

HAWTHORNE MANUFACTURING CO., Inc.
35 Spruce Street BRIDGEPORT, CONN.

A good dealer, like a good housekeeper, ought to keep in stock certain staple articles.



For instance

The Famous Forsyth Coaster Brake

This coaster brake has won its own way on its own merits and for years has given entire satisfaction to its users.

Forsyth Motorcycle Pedals

Made to stand up and do stand up.

Forsyth Specialties

Chain Guards and All Connections.
Brake Levers and Connections.
Brakes, Wrenches and Many Other Useful Articles.

Echo All-Ways Extension Handle Bars

Fits any stem.

FORSYTH MFG. COMPANY, Buffalo, N. Y.

N.S.U. SPRING FRAME TWO SPEEDS

The New Twin has the cylinder capacity of a single, but the power and speed of a big twin—a revelation in motorcycle construction. Write for details.

N. S. U. MOTOR COMPANY
206 West 76th St. Dept. B New York City

The Only Complete Tire Repair Outfit

ON THE MARKET FOR MOTORCYCLES.

"TITE-WAD"

The Rubber Putty

Repairs TUBES OR CASINGS to STAY FIXED. No acids, no heat, no battery, no tools, no patches.

30 REPAIRS IN EACH OUTFIT, $1.00 prepaid.

Satisfaction Guaranteed. Your dealer or direct from factory.

PAGE-LESTER CO.
126 W. Van Buren St. Chicago, Ill.

Safest Strongest Surest

The MUSSELMAN
Air-Cooled Motor Brake

"As Powerful and as Certain as an Air Brake"

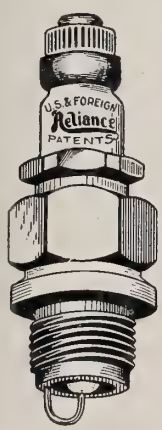
Runs as free and easy as an ordinary hub. Costs no more than the other kind. Send for full description.

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
Licensed Coaster Brake Manufacturers

Investigate Special Motorcycle Types

Reliance SPARK PLUG
(REG. U.S. PAT. OFF.)

This plug is furnished in ½-inch pipe and metric sizes. The porcelain is shorter than in regular types, and it is designed throughout for motorcycle work.



Regular Motorcycle Type

Carbon Proof and Soot Proof Positively Guaranteed

This Reliance Plug has a patented electrical action which destroys carbon and soot as fast as it is deposited. This absence of short circuiting matter makes it possible to utilize the entire energy of your battery or coil at all times and get a concentrated spark that means more power.

The porcelain is heat proof and the plug will stand the famous Reliance Water Test that is explained in detail in our

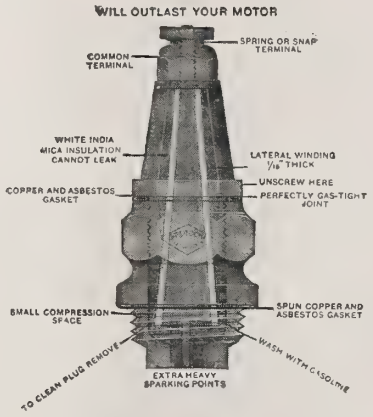
Free Book "Ignition and Spark Plug Talk"

The most complete and comprehensive work on ignition ever published in condensed pocket form—write for a copy of this book.

Any dealer can get Reliance Spark Plugs for you if he already hasn't them in stock. Where dealer does not supply we ship prepaid at price quoted.

JEFFERY DEWITT CO., 71 Butler Ave., Detroit, Mich.
ARMAND FREY & CO., Agents for Continental Europe, Berlin, Ge.many.

SPLITDORF
Plugs Win at Buffalo



5 Mile Stripped Stock
10 Mile Amateur Championship
15 Mile Professional
10 Mile Trade Riders
1 Mile Amateur Championship
15 Mile Championship
10 Mile Professional
15 Mile Trade Riders
10 Mile Stripped Stock
1 Hour Amateur Championship
5 Mile Professional
10 Mile Free-for-all
3 Mile Private Owner
5 Mile Professional
Unknown Distance Race

All Won with SPLITDORF PLUGS—Used by All Experienced Riders.

C. F. SPLITDORF
Walton Ave. and 138th St.

Branch, 1679 Broadway **NEW YORK**

Chicago: 1110 S. Michigan Ave. Detroit: 868 Woodward Ave.
San Francisco: 520 Van Ness Ave. Boston: Motor Mart.
Los Angeles: 1226 S. Olive St.



Not much fun riding over railroad ties, is there? But that's the way it seems on most motorcycles. If you want genuine comfort, ride

THE FLYING MERKEL

the only motorcycle with a Spring Frame and Spring Fork. A device that makes the roughest roads seem smooth, and does away with all bumping, jolting and vibration.

Write for Catalog "D"

THE MIAMI CYCLE & MFG. CO.

Successors to

Merkel-Light Motor Co.

POTTSTOWN, PENNSYLVANIA

MEMBERS OF M.M.A.

Distributors for Northern California, Geo. A. Faulkner, Oakland
For Southern California, Automotor Equip. Co., Los Angeles



ADAPTABILITY—That's the Word

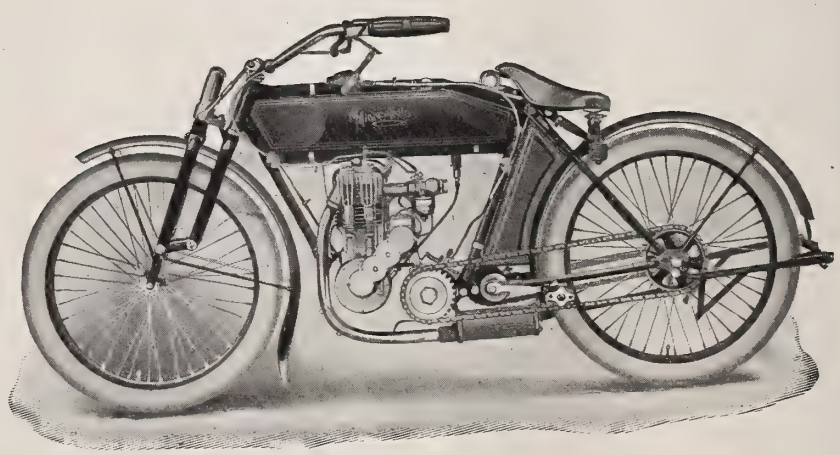
That's the Minneapolis

¶ It is adapted to country roads, hills, clay roads, sand and gumbo.

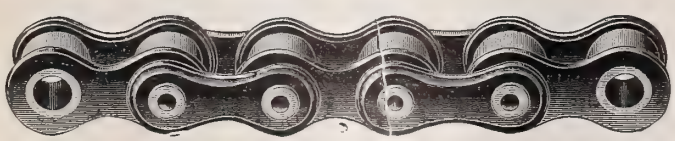
¶ Allows the rider to start at full speed at a ratio of 8 to 1.

¶ The Minneapolis represents the best value on the market.

LIVE AGENTS—We have some good open territory. Write for terms.
RIDERS—Write for Catalogue.



MINNEAPOLIS MOTORCYCLE CO., 517 S. 7th Street, Minneapolis, Minn.



"DUCKWORTH"

The Quality Chain of America. Made of extra high grade steel. Specially treated. They have the wearing qualities.

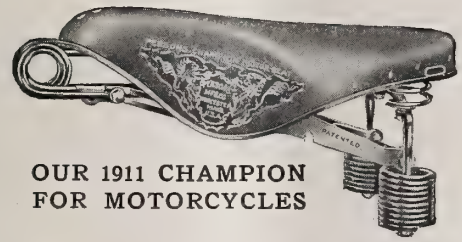
DUCKWORTH CHAIN AND MANUFACTURING COMPANY, Springfield, Mass.

Rastetter Rims R Reliable

LOUIS RASTETTER & SONS

FORT WAYNE, INDIANA

Began Manufacturing Bicycle Wood Rims in 1892



OUR 1911 CHAMPION
FOR MOTORCYCLES

Don't Accept A Cheap Substitute

for a

PERSONS SADDLE

for

BICYCLE OR MOTORCYCLE

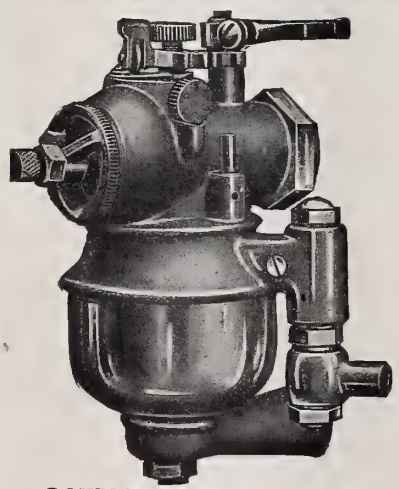
Only the Genuine Bear Our Name.
Oldest Saddle Manufacturers in U. S. A.

THE PERSONS MFG. CO., Worcester, Mass.

HEITGER

Model G, 1911, Motorcycle Carbureters

Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nickeled and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



DOUBLE ADJUSTMENT TYPE
Glass or Brass Bowl

We can make prompt deliveries.

Catalogs now ready.

HEITGER CARBURETER COMPANY
1160 Beecher Street
INDIANAPOLIS, IND.

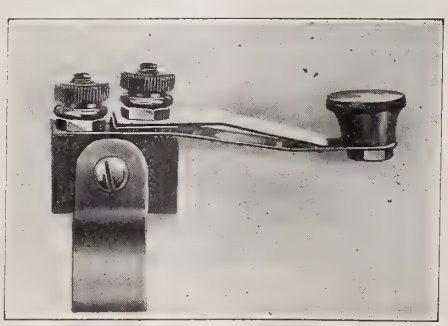
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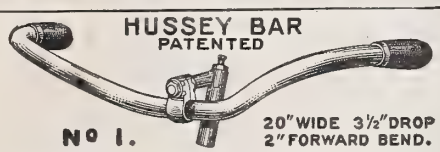
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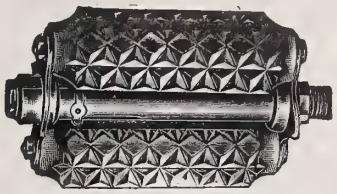
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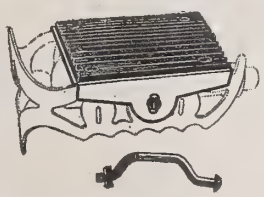
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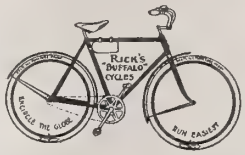


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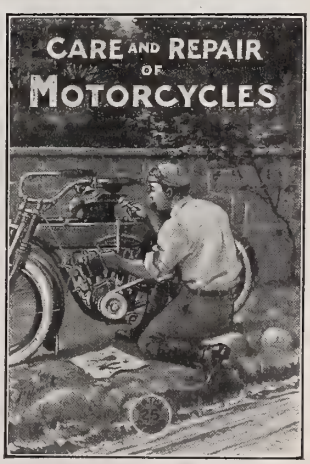


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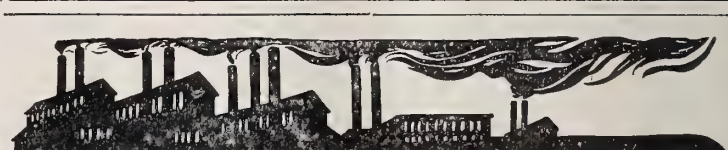


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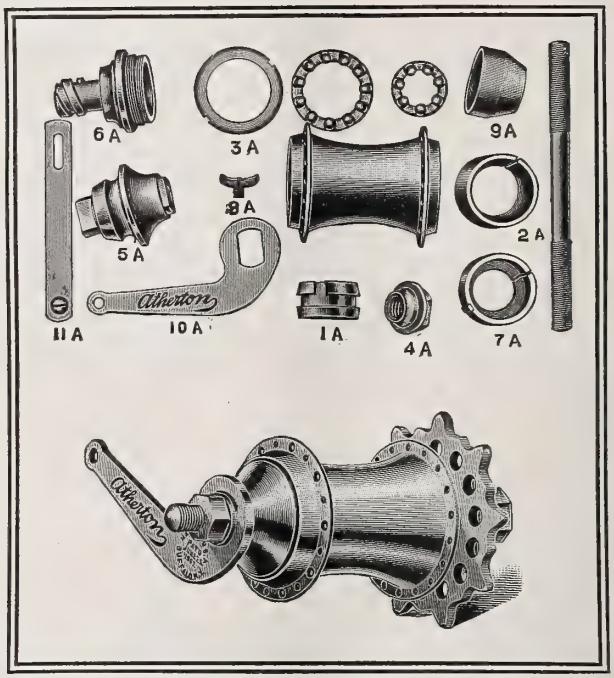
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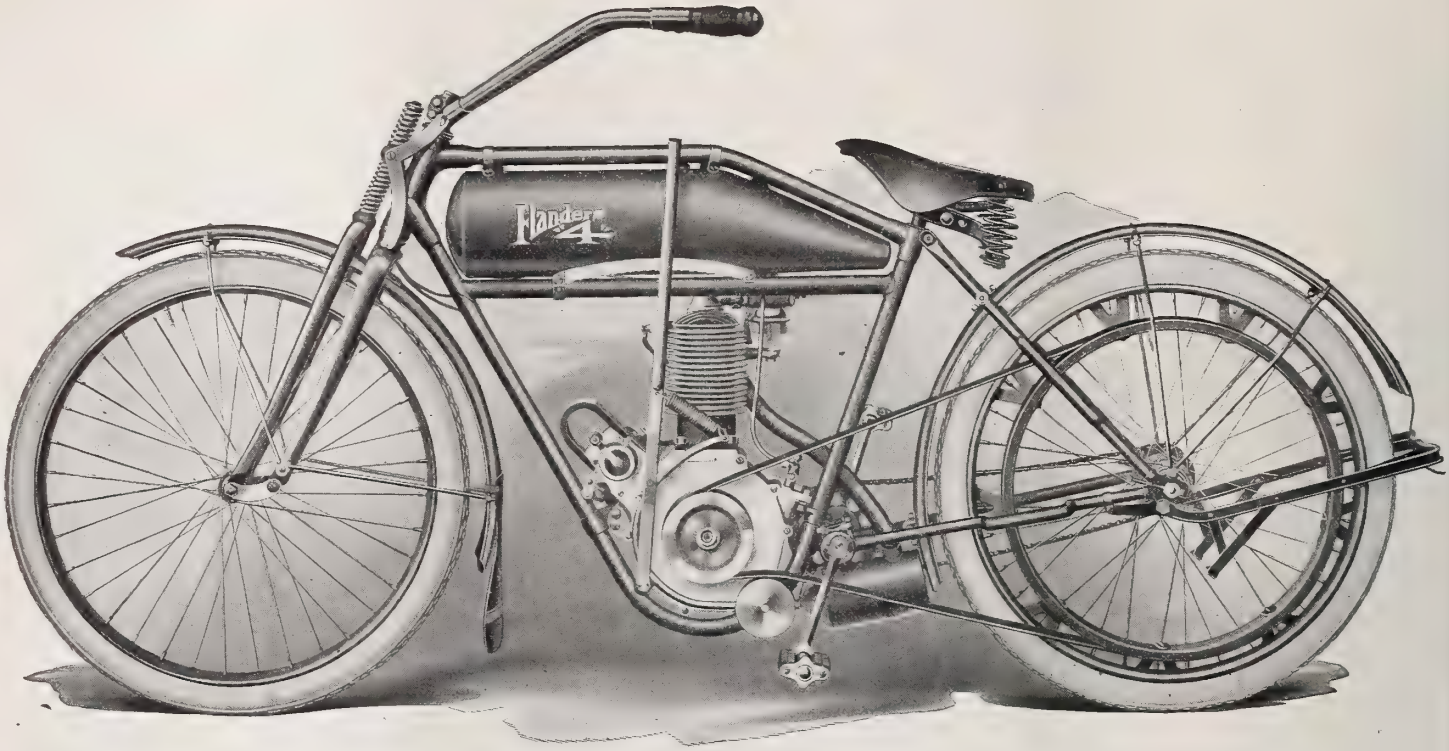
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Another thing we wish to call your attention to is that all of our printing up to date has had two other mistakes in the specifications. One was the size of the belt, which should read 1¾" instead of 1½", and the other (a very important one) the size of the tires. The size of the tires are 28 x 2½", and not 2¼". Many purchasers of the Flanders "4" will be tempted to use a tandem attachment, due to the fact that we give such a wonderful power plant in the Flanders 4 horsepower motor. Thus, by adopting the 2½" tires, we eliminate the troubles claimed to be brought about by the use of smaller tires. As it is our aim to have and to hold every Flanders Motorcycle owner a satisfied customer we go the limit for Quality.

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CARBURETOR—Flanders. Adjustable and adaptable to 4 h. p. motor.

CONTROL—Flanders indestructible double-grip control.

TRANSMISSION—1¾-inch flat belt, Idler control.

FRAME—Loop frame; low seat mast; double upper bars; all tubing 1⅛ inches by 14 and 16 gauge.

FORK—Latest improved cushion spring fork, known as the Flanders design.

TANK—Copper combination, holding gasoline and lubricating oil. Capacity 1½ gallons gasoline, 1½ quarts lubricating oil.

OILER—Sight feed, grip control. Oiler is so arranged that the operator when opening the throttle for regulating speed and power opens oil valve for greater capacity.

IGNITION—Splitdorf magneto.

SADDLE—Troxel.

TIRES—28 x 2½ inches, clincher.

FINISH—Handsomely nickeled and enameled black.

WEIGHT—160 pounds—made possible by use of high grade scientifically heat treated steel drop forgings and stampings instead of cast parts.

WHEEL BASE—53½ inches.

SPEED—4 to 50 miles an hour.

EQUIPMENT—Tool bag and tools. Standard motorcycle pedals. Rubber grips. Thor or Eclipse coaster brake. Magneto of course.

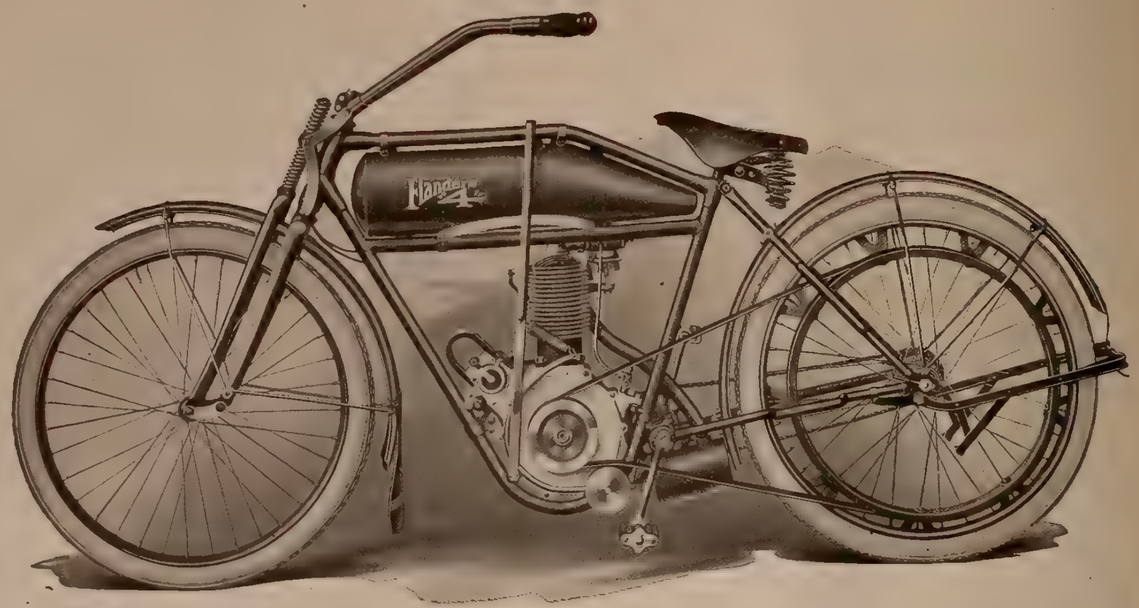
ranged our plans to reproduce a $250 motorcycle and sell it for $175. This we have done, and we can back it up with the "real thing," which is the Flanders 4 horsepower motorcycle.

It is a natural thing for those who have not examined our product to be skeptical and somewhat inclined to knock. To those we would kindly ask if they will digest the following: Do you suppose that big men, such as are interested in the Flanders Manufacturing Company, have erected these enormous plants for the production of a freak, a piece of antiquity or a low powered, poorly equipped motorcycle to sell at a price? Any business man would know that such a thing would mean business suicide for us. No indeed! We take less profits; build in quantity; give the same quality, size, power and efficiency for $175 that the dealer is now selling for $250 which means that every dealer not selling the Flanders "4" will have to hustle four times as hard for the results that Flanders dealers will reap through the Flanders Motorcycles, backed up by our Sunday Newspaper Campaign.

It is our intention to keep Flanders dealers selling Flanders products every day in the year. This means profit. How shall we do it? Well, that's another guarded secret. So we will finish our remarks on the motorcycle by telling you that every merchant who came to Pontiac and who qualified made it his business not to go away without the Flanders agency. And many wise ones came and many surprises will be given to the trade through these callers.

We started our 1912 announcement at the proper time. It places us and our dealers in a position to take care of the demand.

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Made in the World's Largest Motorcycle Factory. It is a Big, Powerful, Beautiful Machine, Combining all that is Best and the Price is a Little More than Half—$175. Magneto Included—Of Course

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For Heavy Duty and **Long Service**

This tire is a compound of pure Para rubber, the finest grade of Sea Island cotton and BRAINS. It is built on regular cores, the same as motor car tires, and the same kind of a tire-machine, thus insuring absolute uniformity of construction.

We are believers in the motorcycle business and we are contributing to its advancement in offering to it the finest kind of tire equipment that experience, skill and the resources of the most modern tire plant in the world can produce.

The Kelly-Racine Rubber Co. is closely identified with the motorcycle industry and will specialize in its requirements.

We recommend without reservation the Kelly-Racine Twin Cylinder Motorcycle Tire.

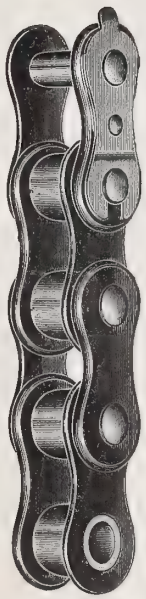
KELLY-RACINE RUBBER COMPANY, Racine, Wis.

12,000 Miles

WITH ONE SET OF

WHITNEY

MOTORCYCLE CHAINS



Read the following letter by A. H. Helgeson who has made a remarkable record with one set of "Whitney" Chains on a Minneapolis Motorcycle. These chains have been driven from the Pacific to the Atlantic, from Canada to Mexico, and all over California, through rain, mud, dust, and sand and are still good.

Can any service be more strenuous and severe than this?

What test could show more clearly the true strength and wearing qualities of "Whitney" Chains?



THE WHITNEY MFG. CO., Hartford, Conn.

Dear Sirs—Yours of February 28th at hand. In regard to old chains, I have now covered over 12,000 miles on one set of your chains and have not even exchanged drive chain for pedal chain. Not one link or roller broken. Have carried tandem lately, which is a strain on chains. Just think of what these chains have gone through! From Los Angeles to New York, besides myself pulling 150 lbs. of extra luggage, and then from Canada to Mexico, and all over California, and still stick together. It sounds impossible, but this being the fact.

I will send old chains by express next week, as I intend to put on a new set. The old chains have done their duty, and then some. I think they are still good for a few thousand miles.

Put me down as a booster for "Whitney" Chains, as I will have no other.

Respectfully yours,

733 Ottawa St., Los Angeles, Cal. A. H. HELGESON.

"Whitney" Chains are made by specialists, in a factory especially equipped for the making, with years of experience to back them; made from material chosen for quality regardless of cost.

THE WHITNEY MFG. COMPANY, Hartford, Conn.

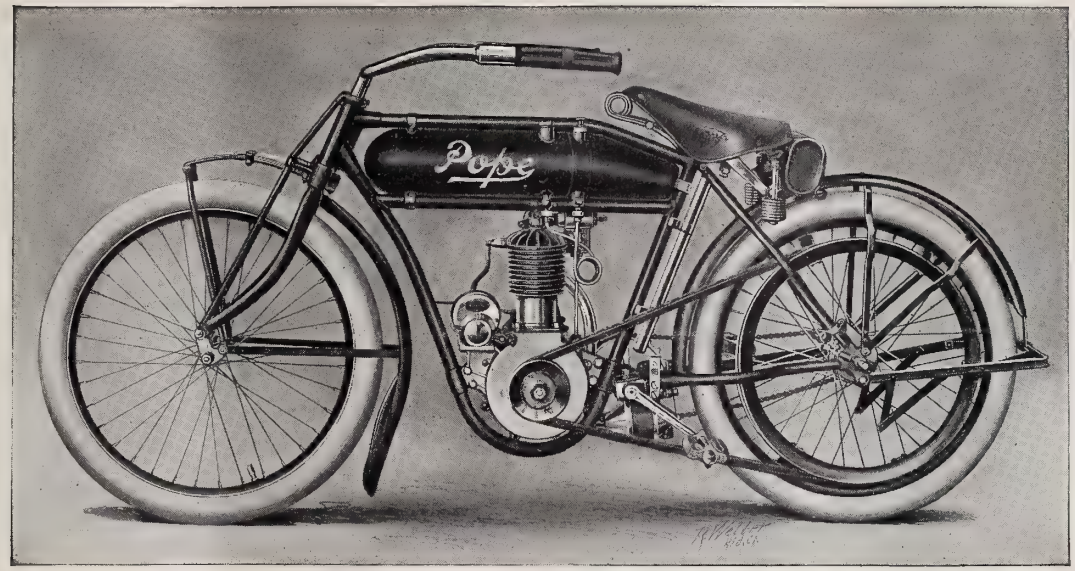
DON'T FAIL TO INVESTIGATE

The Pope Motorcycle

It Has Found Favor with Dealers Everywhere

DO YOU APPRECIATE ITS SIGNIFICANCE?

Sells for $175 with Magneto



Sells for $175 with Magneto

A Rational Motorcycle for the Masses

An Attractive Machine at an Attractive Price

There is nothing experimental about the Pope Motorcycle. The efficiency of every feature has been proven and demonstrated by long experience and prolonged tests. As regards material and workmanship, the machine is absolutely high-grade throughout. Its design is clean cut and simple; its construction, staunch; and its motor, highly efficient. No machine on the market is stronger or has a higher grade equipment.

The Perfected Product of a Famous Factory

The Pope Motorcycle excels because it is the result of Pope practice; Pope experience; Pope resources; Pope quality; Pope methods; and Pope skill. It is the perfected product of a factory long famous for the quality of its output.

MORE TRIBUTES FROM MOTORCYCLE EXPERTS

"USES VERY LITTLE FUEL AND OIL."

From a rider in Gaithersburg, Maryland: "The motorcycle which I bought of you through your local agent, Mr. ———, arrived last week O. K. I gave it a thorough tryout yesterday over rough country roads and I find it will do more than you claim. I traveled over 68 miles of hilly country and pulled every one of the hills with ease. While the "Pope" does not claim much speed, I had very little trouble to keep pace with a 5 H. P. twin machine of another make. I also noticed that the Pope uses very little fuel and oil. Even if the price was $50 more, I would rather have the Pope than any other single cylinder machine I have ever tried."

"WORKS FINE ON SAND, HILLS AND COUNTRY ROADS."

Extract from letter from Freeport, Illinois, dealer: "I took the Pope out for a trip last Sunday and went more than 125 miles. All the machines that were with me were larger ones, 4, 5 and 7 H. P., but I kept second place all day. The machine works find on sand, hills and country roads."

MAKES GOOD TIME OVER BAD ROADS.

Our dealer in Grand Rapids, Michigan, writes: "The little Pope Motorcycle works fine. I rode 36 miles over sandy and hilly roads in one hour and ten minutes. Other riders with 5 and 7 H. P. machines did not equal this time. Others say the roads were the worst they have ridden on this year."

EASY TO OPERATE IN CROWDED CITY STREETS.

From our dealer in Lynn, Mass.: "Our demonstrator put the wheel over the road Sunday for 100 miles in company with two free engine twin machines, not only staying with them all the time but beating them at the finish, owing to the fact that he could operate slower in the city without stopping."

Order a Sample Machine Now

Dealers in unassigned territory should order sample machines now in order to try them out and get an idea of how many to contract for another year.

Send for Catalogue and Dealers' Terms.

THE POPE MANUFACTURING CO., Hartford, Conn.

Once again—

A Satisfied Customer is a Good Investment

Read this letter and learn from it that it is not what we say but what Haverford Motorcycles do that make it the logical machine for you to buy and dealers to sell.

THE HAVERFORD CYCLE COMPANY, Philadelphia, Pa. Philadelphia, Pa., June 26th, 1911.

Gentlemen:—Words fail to express the pleasure I have derived from my 4 h. p. magneto Haverford Motorcycle, which I purchased from you in the early fall of 1910; since that time I have ridden the machine over 2,000 miles, with but very little cost for repairs and fuel.. I have a tandem attachment on which I carry Mrs. Kershaw, who joins me in expressing the pleasures of the rides we have had through the states of Penna. and New Jersey.

On Sunday, June 25th, we were in a party of 150 who made a run from Philadelphia to Atlantic City, a distance of about sixty miles. Our part of the run was made without a mishap and had we not lost our way would have finished in scheduled time, three hours.

The combined weight of Mrs. Kershaw and myself is 340 lbs., and I think that a machine of only 4 h. p. that will carry that weight without a mishap is worth talking about.

You may use this short testimony, if you so desire, for the Haverford, and you may rest assured that both Mrs. Kershaw and myself will stand by the Haverford.

Very respectfully,
ALBERT T. KERSHAW, No. 1630 S. 53rd St.

HAVE A HAVERFORD AND BE HAPPY!

HAVERFORD CYCLE COMPANY

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.
945 BROAD ST., NEWARK, N. J. 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J. 427 10th ST., N. W., WASHINGTON, D. C. 763 MAIN ST., BUFFALO, N. Y.

PROVED BY PERFORMANCE

The finest kind of proof of what a motorcycle can do is what it does do in the hands of its purchasers.

Emblem Motorcycles

deliver the goods under all conditions and keep doing it. The following letter is a sample of the kind we are constantly receiving:

Ida, La.

EMBLEM MFG. CO., Angola, N. Y.

Gentlemen: The 5 h. p. Emblem flat belt and idler received by express.

I must say, I have been in the wheel business for some time—have tried other makes of motorcycles over the hills and sand here, some have one fault and some another, but if any one wants the machine that has the power to take them up the steepest hills and one that will bring you home every time, and always ready to go—get the "Emblem."

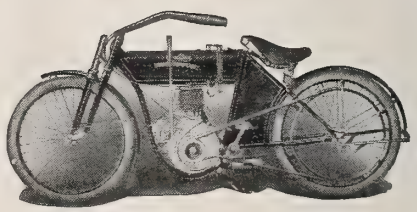
It is the ONE motorcycle that will make good EVERY TIME. Everyone says it is the BEST ever seen here; you can expect more orders.

Thanking you very much for your "square" way of doing business, I beg to remain,

Yours respectfully,
N. B. SPEARMAN.

Get aboard the Emblem band-wagon and joy-ride to the Paradise of Motorcycling—the Land of Content.

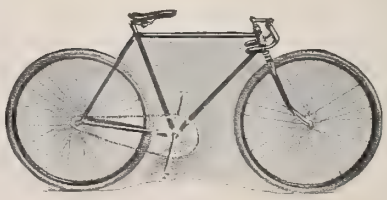
Emblem bicycles and motorcycles furnish the surest kind of transportation.



EMBLEM MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.



Special Notice

THE FLANDERS "4" MOTORCYCLE will be equipped with the largest motorcycle saddle made by the Troxel Manufacturing Company, of Elyria, Ohio —the saddle known as Troxel's Eagle Suspension

No ordinary saddle was good enough for the Flanders "4." Like every other feature of the Flanders equipment, from magneto to tires, the saddle on the Flanders "4" had to be of the highest grade, to match the Flanders "4" itself—otherwise it would not fit into the Flanders plan of doing things.

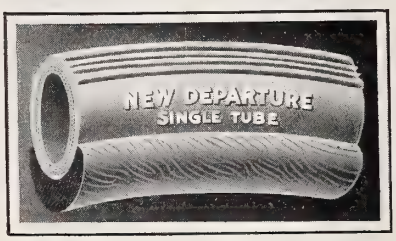
Instead of any skimping in the saddle in order to make up for the lavishness in the balance of the equipment, the Flanders "4" will therefore have this splendid Troxel saddle—which is so generously big and broad that in itself it well typifies Flanders policy.

No saddle maker could produce a saddle too good for the Flanders "4". That is why it carries the Troxel Eagle Suspension.

THE FLANDERS MANUFACTURING COMPANY, Pontiac, Mich.

FISK BICYCLE TIRES

The New Departure a Popular Tire for Popular-Priced Wheels



THE FISK NEW DEPARTURE, single tube, is a high-grade close-woven fabric tire with special corrugated tread. It is not possible to make a better tire than this for the price. Every user of this tire has received full measure of service.

AMONG the standard bicycles which are regularly equipped with Fisk Tires are the following: Iver Johnson, Pierce, Snell Pope, Yale and Emblem. 75 per cent. of the high-grade and medium-priced wheels manufactured in 1911 will be equipped with Fisk Tires.

STATE your tire needs and we will suggest the proper type of Fisk Tire to exactly fill them. Booklet on request.

DEALERS: Ask for complete information on the whole Fisk Line.

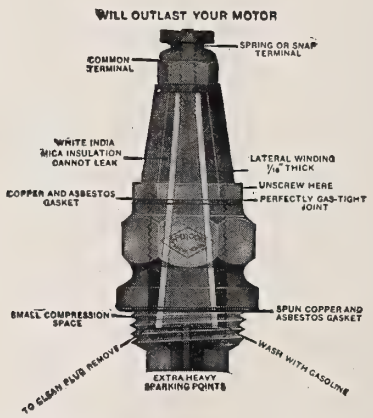
THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities

SPLITDORF

Plugs Win at Buffalo



5 Mile Stripped Stock
10 Mile Amateur Championship
15 Mile Professional
10 Mile Trade Riders
1 Mile Amateur Championship
15 Mile Championship
10 Mile Professional
15 Mile Trade Riders
10 Mile Stripped Stock
1 Hour Amateur Championship
5 Mile Professional
10 Mile Free-for-all
3 Mile Private Owner
5 Mile Professional
Unknown Distance Race

All Won with SPLITDORF PLUGS—Used by All Experienced Riders.

C. F. SPLITDORF

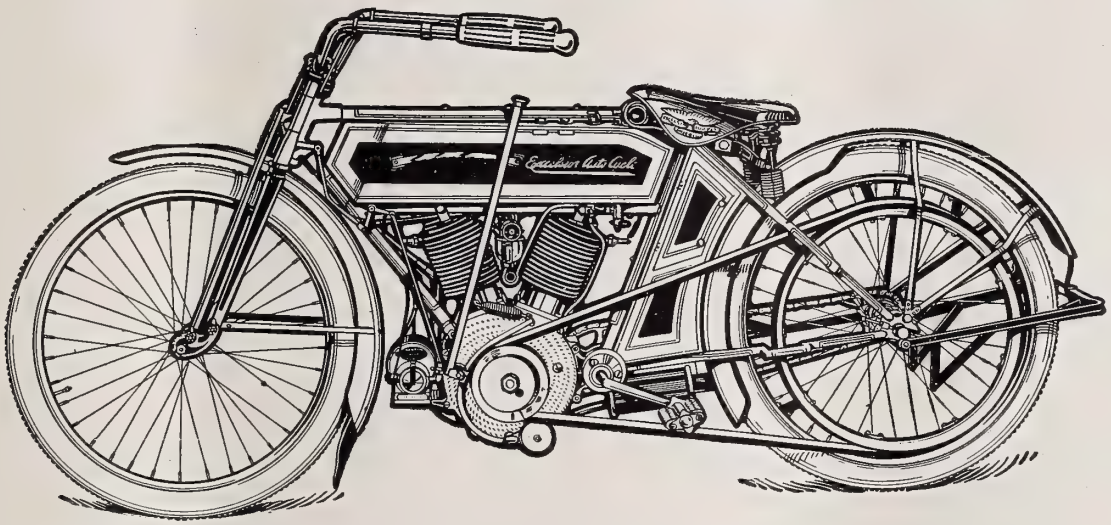
Walton Ave. and 138th St.

Branch, 1679 Broadway **NEW YORK**

Chicago: 1110 S. Michigan Ave. Detroit: 868 Woodward Ave.
San Francisco: 520 Van Ness Ave. Boston: Motor Mart.
Los Angeles: 1226 S. Olive St.

Motorcycle Prices Smashed!

The New 1912 Models Excelsior Auto-Cycles



The Excelsior Auto-Cycle is Now the Lowest Priced High Grade Machine

For a long time we have planned how we could maintain the Excelsior Auto-Cycle supremacy in construction and still make it the lowest priced high grade machine on the market. Further economies in factory operation and multiplied output now make it possible to offer the Excelsior 1912 Models with all their improved exclusive features at prices that are little short of revolutionary.

1912 Models Now Ready at Sensational Prices

Excelsior Twin Cylinder, Magneto Model, formerly $310 now $250
Excelsior Single Cylinder, Magneto Model, formerly $250 now $225
Excelsior Single Cylinder, Battery Model, formerly $225 now $200

The Above Prices Are F. O. B. Chicago.

Be the First to Ride a New 1912 Model

The Excelsior Auto-Cycle is THE motorcycle for comfort, speed, endurance, durability and economy. Write today for Excelsior literature, illustrating the new 1912 Models and describing the many exclusive features.

EXCELSIOR SUPPLY COMPANY

2260 Union Avenue, CHICAGO, ILL.

EDWARDS-CRIST MFG. CO., Chicago Agents,
1404-6 Michigan Ave. and 1150 W. Jackson Blvd.

W. H. WHITESELL, Pacific Coast Distributor,
628 S. Spring St., Los Angeles, Cal.

STANLEY T. KELLOGG, Eastern Distributor,
169 Beechwood Ave., Bridgeport, Conn.

MEAD AUTO-CYCLE CO., Western Distributors,
220 Sixteenth St., Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY

Thor IV

Results That Count

Thor IV covered 5 miles in 4.11 1/5 on July 26th in competition. 72 miles per hour, breaking world's record. One mile in 48 seconds.

W. L. Hall won 1,200 Mile Road Race from Sioux City to Chicago and return, winning by 16 hours.

Two Thor IVs went from Cleveland, Ohio, to New York City in 35 hours over mud roads and eight hours of rain.

At Chicago Motordrome Wenk on his Stock Thor IV easily laps all competitors twice in 5 miles.

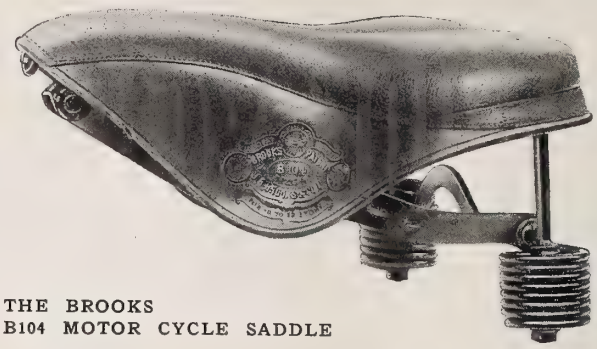
ANY PLACE—ANY TIME,
THE Thor IV ALWAYS WINS

Thor is the Highest Quality Motorcycle built and it has a Free Engine Clutch.

Write for full information and remember the Thor Agency has advantages over all others.

AURORA AUTOMATIC MACHINERY COMPANY

Thor Bldg., Chicago, Ill.



THE BROOKS
B104 MOTOR CYCLE SADDLE

The roughest road

and the BROOKS are friends.

Vibration is unknown to the rider whose machine is fitted with the saddle that bears that name.

For then is the discomfort arising from poor saddle-service and the consequent fatigue entirely overcome.

For then is experienced that perfect luxury which the

BROOKS

—the original and only genuine Compound-Spring Saddle—

alone makes possible.

For then is appreciated the full benefit of that exclusive feature, the BROOKS Compound-Spring. Remember no other Saddle can offer the same service because, no other springing system can give that perfect compensating action which is peculiar to the BROOKS and absolutely essential to the rider's perfect ease awheel. That's why BROOKS is Best. That's why you will find it an invaluable aid in the selling of the Motor Bicycle.

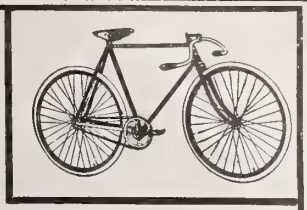
J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM ENGLAND



THE BROOKS B250 MOTOR CYCLE SEAT



How to Satisfy Your Customers and Make Money

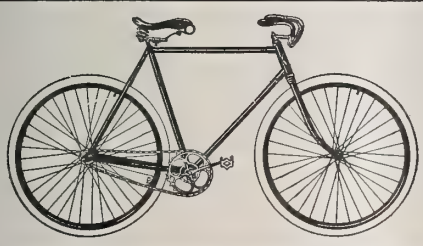


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.



The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

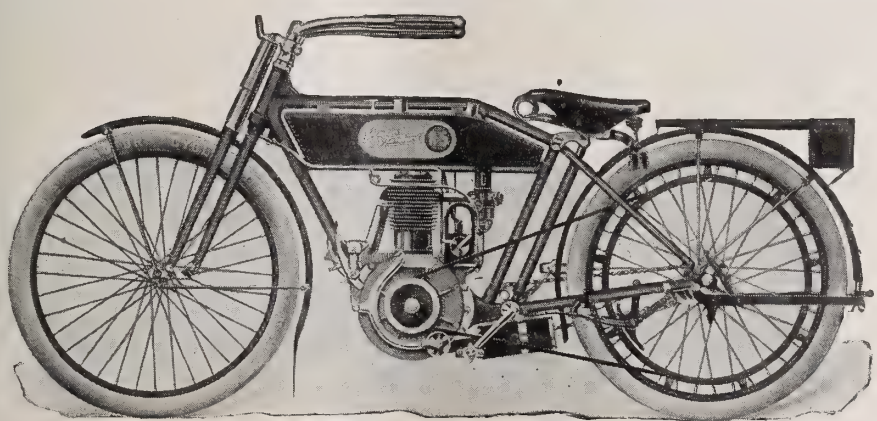
F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



The Qualities That Make a Winner

are derived only from correct design, perfect material and skilled workmanship. The very best of them is embodied in



The Reading-Standard

Comfort, Safety and Satisfaction

are assured by our combination of shock absorbing seat post and the most elastic spring fork ever made, adjustable foot rests and low saddle position, double brake system, two distinct oiling systems, perfect balance and steering qualities, ball bearing motor and other exclusive features.

The Highest Quality at the Right Price

WRITE TODAY FOR NEW CATALOG AND OPEN TERRITORY.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

President Taft Congratulating Rider of Nation's Leading Motorcycle Tire.

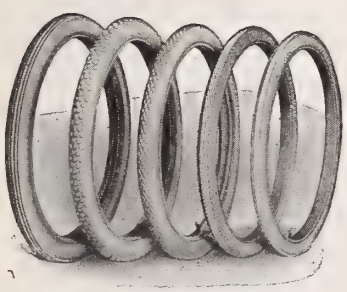
Another series of events to prove superiority of Goodyear Motorcycle Tires. Seven firsts out of 8 races won on Goodyear Studded Treads. President Taft applauds winner.



Among the most enthusiastic onlookers at the Indianapolis races held July 3 and 4 was William H. Taft, who witnessed several events, personally congratulating Erwin G. Baker, who won seven firsts **out** of **eight** events on Goodyear Tires and **broke two State Records.**

Strongest, Fastest Tires

Baker used the same pair of Goodyear Blue Streak Tires on both days. He writes, "I owe my success largely to the fact that I had absolutely no tire trouble and to the fact that the tires **held so well on the loose dirt at the turns.**"



The Goodyear Quintette

Tires for Every Road

1—Goodyear Corrugated Tread Tires—For the average give-and-take road.

2—Goodyear Studded Tread Tires—For mud, sand, snow and ice travel.

3—Goodyear Non-Skid Tires—For use on slippery city pavements.

4 & 5—Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

GOODYEAR
Motorcycle Tires

The Reason

Made by the World's Greatest Tire Experts, Goodyear Motorcycle Tires are **100 per cent. efficient.** They are as **perfect** as a pneumatic tire can be made.

Endurance tests prove them **tougher** than all other motorcycle tires. Goodyear Studded Tread Tires won the 1,760 Mile Endurance Run.

Speed tests prove them **speediest.** Goodyear Motorcycle Tires hold American Professional, Amateur and World's Championship speed record.

Tire Service Increased

Goodyear Motorcycle Tires are **extra service** tires for these reasons:

They are built to meet all road conditions by those who have had over 12 years' experience building automobile tires.

They are made of better grade rubber and fabric, are built larger than most other tires of same rated size and have the **thickest treads** of any other motorcycle tire made.

Tire Cost Reduced

Skill and conscientious workmanship, tread-toughness, and resilient, easy riding qualities due to better **cushioning** effect means in Goodyear Tires a degree of economy, comfort and reliability never before realized or equaled.

A Tire for Every Road

In specifying motorcycle tires, remember that the more perfectly a tire is adapted to road conditions, the better service it will give. Also remember that there is a Goodyear Tire for **every road condition**—a tire made by master **tire builders.** Specify a Goodyear.

Send for "Tires of Old War Horse"

The most interesting booklet ever written about motorcycle tires. Grasps interest to the end. Also safeguards you against tire loss. Write for it to-night.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 of the Principal Cities (388) *We Make All Sorts of Rubber Tires*

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, August 5, 1911. No. 20

JOBBERS HAVE LARGE MEETING

Steps Taken Toward Standardization in Size—Gain Concession from C. P. A. A. for Recognition of Lists.

In the largest meeting in the history of the National Association of Cycle Jobbers, which was held on Thursday morning, 3rd inst, and which was attended by 40 members, it transpired that the jobbers have won an important concession from the Cycle Parts and Acessories Association in that the latter organization has indicated its willingness to regard the official list of jobbers, as prepared by the jobbers' organization, a guide in the granting of the discounts allowed by the parts and accessories manufacturers to bona-fide jobbers. To what degree the parts and accessories concerns will confine themselves to the official list in the granting of jobbing discounts is not indicated as yet, nor has it been made plain that because a firm's name is on the official jobbers list it will necessarily be allowed full jobbing discounts by all members of the Cycle Parts and Accessories Association.

Highly important in its way is a step toward standardization in sizes that was taken at Thursday's meeting. The jobbers decided on a standard of 1 inch pitch for twin roller chains, keeping no other size in stock. A still further step in this direction was presented for consideration in a request from the organization of jobbers on the Pacific Coast for the adoption of an equal number of spokes for front and rear bicycle wheels. The matter was referred to a committee, which will report at the next meeting. The latter is scheduled for next January in New York, at the time of the Madison Square Garden automobile show.

Eight firms were added to the roll, these being: E. A. Brecher & Co., New York City; Cullin & Boran Co., Dallas, Tex.; H. Johnson, Dallas, Tex.; Motor Car Supply Co., Chicago, Ill.; Proudfit Sporting Goods Co., Ogden, Utah; Van Cleef Brothers, Chicago, Ill.; Vim Co., Chicago, Ill.; W. H. & L. C. Wolfe, Altoona, Pa.

The meeting showed the jobbers' organization to be in an excellent position in the trade. Of the 135 concerns on the official list of jobbers, 97 are active, paying members of the National Association of Cycle Jobbers.

Chanslor & Lyon Represent Kelly-Racine.

The Chanslor & Lyon Motor Supply Co., of San Francisco, with branches in other coast cities, has been appointed the Pacific Coast distributor for the products of the Kelly-Racine Rubber Co., of Racine, Wis. This connection will no doubt prove very advantageous to both, as the Kelly-Racine products are meeting with decided approval of the trade generally, and especially so with the Kelly-Racine Twin Cylinder motorcycle tire, which is establishing an enviable reputation. Evidence of the demand for Kelly-Racine goods is shown in the fact that it is necessary to operate the factory both night and day.

Kicherer Captures Flanders Agency.

The Flanders motorcycle agency for New York City has been awarded by the Flanders Mfg. Co., of Pontiac, Mich., to C. C. Kicherer, who for several years has handled the N. S. U. motorcycle for the United States. Kicherer is widely known in the trade and there will be general approval at the Flanders company's giving the plum to a man at once so able and so well liked by both dealers and riders.

MANUFACTURERS ELECT COFFMAN

Jacoby Vice-President, Weschler Treasurer and Cox Secretary—Uniform Rating of Horsepower Adopted.

For some time the members of the Motorcycle Manufacturers Association have been endeavoring to arrive at a uniform system of horsepower rating, and at the Association's meeting on Wednesday morning, 2nd inst., the committee which had been entrusted with the job, and which was known as the classification committee, submitted a final report showing the way to do it. The committee, which consisted of several motorcycle designers, recommended that 7½ cubic inches displacement be rated as one horsepower unit in single cylinder engines, and that 8½ cubic inches be taken as the horsepower rating unit in twin or multicylinder engines. The committee's report was accepted, and this method of rating henceforth will be standard.

In popular interest, the most important development of the session was the suggestion by W. F. Hapgood, of the Hendee Mfg. Co., that the motorcycle manufacturers ask the co-operation of their agents in persuading riders to be as neat as possible in appearance. This was followed by a motion made by Fred C. Robie, of the Excelsior Supply Co., and seconded by Edward Buffum, of the Miami Cycle & Mfg. Co., that the Motorcycle Manufacturers Association suggest to the president of the Federation of American Motorcyclists that the latter organization adopt a standard uniform for its members. The motion was carried.

Acting for the transportation committee, Robie reported having appeared before the

Western freight classification committee of the railroads, at Milwaukee, Wis., on July 18, to plead for lower freight rates on motorcycles. His reasons for a reduction had been that automobiles are being carried at a lower rate than motorcycles, and that the railroads' rates were unnecessarily high inasmuch as there were few if any damage claims resulting from the shipping of motorcycles.

On Thursday the association elected officers for the ensuing year, as follows: A. B. Coffman, of the Consolidated Mfg. Co., Toledo, O., president; K. R. Jacoby, Miami Cycle & Mfg. Co., Middletown, O., vice-president; F. J. Weschler, Hendee Mfg. Co., Springfield, Mass., treasurer; J. F. Cox, Pope Mfg. Co., Hartford, Conn., secretary.

The next meeting of the motorcycle makers is to take place in Buffalo, N. Y., on the third Wednesday in October, at the Hotel Statler. In the routine work of the sessions the treasurer reported a healthy condition of the association's finances. The committee entrusted with the drawing up of resolutions of sympathy following the death of W. S. Gorton, of the Standard Welding Co., Cleveland, O., reported having fulfilled its duties. The membership committee reported five new members as having been enrolled during 1911, these being the Detroit Motorcycle Co., of Detroit, Mich.; the Reliance Motorcycle Co., of Owego, N. Y.; the Wagner Motorcycle Co., of St. Paul, Minn.; the Pope Mfg. Co., of Hartford, Conn., and the Flanders Mfg. Co., of Pontiac, Mich. Two members were dropped during the period, these being the Greyhound Motor Works, of Buffalo, N. Y., which since has been succeeded by the Greyhound Motor Co.; and the Herring-Curtiss Co., of Hammondsport, N. Y., the main portion of whose motorcycle business has been succeeded to by the Marvel Motorcycle Co., of the same city.

Show matters were taken up. In the discussion the sentiment as regards New York seemed to be that the Madison Square automobile show was to be preferred for the Motorcycle Section rather than the Grand Central Palace show, provided the motorcycle makers could have their exhibit during the first instead of the second week of the Garden show, as they wish to be staged with pleasure cars and not with the commercial motor vehicles, which latter will be at the Garden during the second week. A show committee, composed of F. J. Weschler, Fred C. Robie and H. T. Roberts, was appointed, with wide powers to act with the various show managements.

Among those present at the M. M. A. sessions were: J. D. Hurley, Aurora Automatic Machinery Co., Chicago, Ill.; A. B. Coffman, Consolidated Mfg. Co., Toledo, O.; W. G. Schack, Emblem Mfg. Co., Angola, N. Y.; F. C. Robie, Excelsior Supply Co., Chicago, Ill.; W. F. Hapgood and F. J. Weschler, Hendee Mfg. Co.; E. M. Jackson, Joe F. Merkel and Edward Buffum, Miami Cycle & Mfg. Co., Middletown, O.; W. A. Johnson, Pierce Cycle Co., Buffalo, N. Y.; J. F. Cox, Pope Mfg. Co., Hartford, Conn.

Official Jobbers' List for C. P. A. A.

Half inch pitch roller chains are doomed in America if the resolution fathered by L. M. Wainwright, of the Diamond Chain & Mfg. Co., Indianapolis, Ind., and adopted by the Cycle Parts and Accessories Association, at its meeting on Thursday, in Atlantic City, is as effective as it is intended to be. The resolution is similar to that adopted by the jobbers, and makes one inch pitch the standard for roller chains, as it is already for block.

Final steps were taken for accepting the official list of jobbers, prepared by the jobbers' organization, as really official. The parts and accessories concerns, in granting jobbing discounts to firms not on the official list, will file with the jobbers' orginization the list of firms thus favored as "Exceptions." A firm's name on the official list will be accepted as prima facie evidence that the firm is a bona fide wholesaler, entitled to better than dealers' prices.

W. J. Surre, of the Continental Rubber Works, Erie, Pa., was appointed chairman of a committee to arrange for the Association's midwinter meeting at the Hotel Astor, New York, during automobile show time.

Resolutions were adopted relating to the death of W. S. Gorton, of the Standard Welding Co., who was a charter member of the association.

Excelsior Makes Sweeping Reductions.

Sweeping reductions all along the line characterize the announcement of the Excelsior Supply Co., Chicago, makers of the Excelsior Auto-Cycle, coupled with the declaration that the previous high standard of these goods will be maintained, together with exclusive improved features, all of which no doubt will have a decided effect on the motorcycle business for the season of 1912, coming as it does while the present season has yet considerable possibilities for sales, it is especially noteworthy. Factory economies and improved methods of production permitting greatly increased output, with the growing demand for high-grade motorcycles all over the country have decided the Excelsior people to take this step.

The reductions in price range from $25 to $60 over the entire line, the Excelsior twin cylinder magneto model, which sold formerly at $310, will be listed at $250; the single cylinder magneto model, from $250 to $225, and the single cylinder battery model will be reduced from $225 to $200.

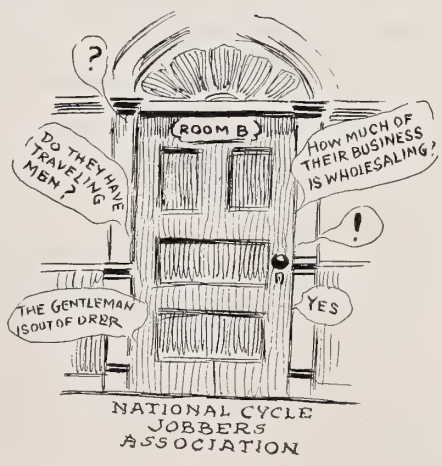
Heller Quits Standard Roller Bearing.

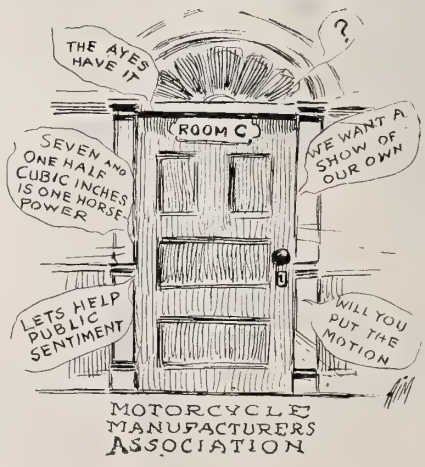
Thomas Heller, who for many years has been identified with the Standard Roller Bearing Co., of Philadelphia, Pa., has gone with the Atlas Steel Ball Co., of Philadelphia. He is vice-president of the company, which has the exclusive American manufacturing rights for Hoffman balls as made in the home factory in England. He also will act as sales manager of the Fay Machine Tool Co., of Philadelphia, in which he has an interest.

Will Supply Bicycle Dealers, Also.

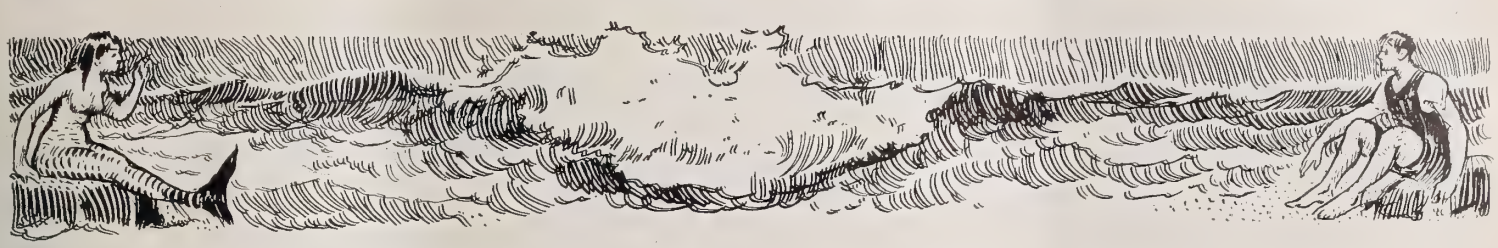
The Motor Car Supply Co., of 1451 Michigan Bldg., Chicago, has gone into the bicycle and motorcycle supply business, and is putting in a large stock which will be sold exclusively to dealers at what is claimed will be a small margin.





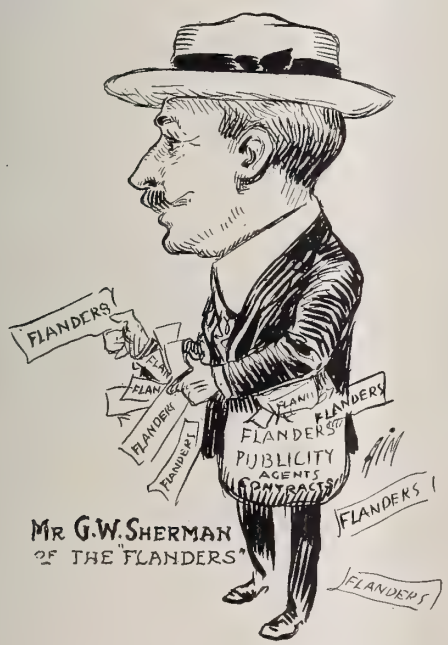


Fifth Annual Convention Marks New Record in Attendance



Two Hundred Representatives of the Cycle Trade Industries Gather at Atlantic City

What did they do at Atlantic City? It depends on who asks the question as to what the answer should be about, but there are plenty of answers to go around, as there were more than lots of things done at the fifth annual convention of the Cycle Trade Industries, which opened in Atlantic City, N. J., on Tuesday, August 1, to last until Friday, August 4. And to make matters clear, let it be known that the composite group-name of "Cycle Trade Industries" is just another way of speaking of the Cycle Parts and Accessocies Association, the National Cycle Jobbers Association, the Motorcycle Manufacturers Association and the bicycle manufacturers.



PLENTY OF FLANDERS PUBLICITY

In addition to these interests, the big meeting at the seaside city also had some Federation of American Motorcyclists flavoring it, too, not to mention bridge whist, salt water taffy and a long list of amusements and mild dissipations.

This year's convention ranks as the biggest ever held. Pretty nearly 200 of the most prominent men in the trade came from all parts of the country to "get together," not only with those in the same divisions of industry as themselves but also with other men of the trade as a whole. Thus it breaks all records for attendance.

Then, too, it got under way in such good shape and was so successful in mixing a stimulating combination of business and pleasure, that it ranks as a record breaker in that respect as well. Double honors therefore are earned by the committee of arrangements, of which W. J. Surre was chairman, for bringing the convention so attractively before busy men that they dropped everything else to come, and for making them happy after they arrived.

"It's always fair weather when good fellows get together," although it is a sentiment from a much murdered college song, proved meterologically as well as psychologically true, and from the opening day the sun was as bright, the ocean as blue, the sand as white, the breeze as invigorating and the sky as clear as ever the oldest Atlantic City visitor could remember it. And when things are that way, it is "some Atlantic City," in a manner of speaking bromidically.

Just hitting the high spots on the program, the first day, Tuesday, was a kind of preparation day, with everything informal. The early arrivals at the convention made up a bowling committee, a baseball committee and a ladies' entertainment committee, just by way of having an aspect of doing something. Wednesday developed a card party for the ladies in the afternoon while committees of the various associations were in session getting matters ready for the association general meetings next day. The motorcycle makers, however, held a general meeting. In the evening there was a bowling contest at Sweeney's bowling alleys, and those who were not interested in the bowling amused themselves at billiards, pool, shuffleboard, and games of that sort.

Thursday was the big day, in point of being crowded with real doings. The jobbers, the parts and accessories men, and the motorcycle manufacturers, respectively, were in session in three different rooms of the St. Charles Hotel almost all morning. The sessions were fruitful of results that in some degree will affect the whole trade, and may indirectly affect retail purchasers as well. In the evening the cycle trade visitors were the audience plurality at Nixon's Apollo Theater, where Richard Carle played "Jumping Jupiter." It is a shame to knock Richard and his show, but, truth to tell, it was rotten.

Delicious thrills of expectancy animated the minds of the ladies attending the contion when, after the show was out, the procession headed up the boardwalk for a "midnight banquet" at the St. Charles. To many of them the idea of a 'midnight banquet" was positively delightful in its suggestion of devilish abandon and unholy staying-up-late.



E. M. JACKSON
Miami Cycle & Mfg. Co.

Nor were they wholly disappointed at the banquet itself, despite its unimpeachable propriety, because Dave Smith, who had gained fame not many hours before by standing on his head on the front veranda of the St. Charles in order to win a bottle of wine for a friend on a bet, gave another example of his Atlantic City athleticism by doing as he did last year, in showing a colored coon shouter and cakewalker just how the cake walk should be done.

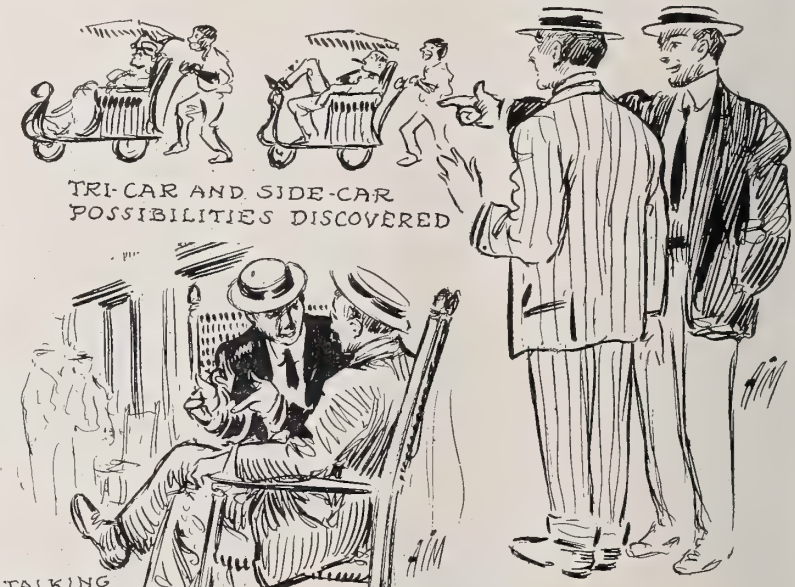
However, the banquet, although almost wholly "dry," was an affair of good speeches as well, and Colonel George Pope, in common with other speakers, did not let the occasion pass without pointing out the good that the convention was doing in

DIVERSIFIED DIVERSIONS AT ATLANTIC CITY











bringing the trade to closer harmony of interest. The various associations were commended in their purposes and results, and the promising outlook for the whole trade and its present healthy condition were dwelt on. At 2 o'clock in the morning the banquet came to an end, with everybody as amiable and well pleased as could be.

Friday was set aside for a baseball game in the morning and a joint meeting of the trade associations in the afternoon, with speeches and with discussion on points brought out by the "Question Box."

With those as the main general elements of the Atlantic City activities, the opportunities for private conferences, important trade deals, exchanges of business information and gossip, comparing of notes, widening of acquaintanceship and renewing of business friendships were fully taken advantage of by individuals. All around the St. Charles were groups where big men in the trade were meeting one another under conditions of benefit and advantage hardly possible in any other than convention circumstances.

Nor were the diversions such as are afforded by Atlantic City in any way neglected. No indeed! It was a convention that made business and pleasure look like infant twins that had lost their separate identification baby ribbons.

Among those attending the convention were the following:

Alexander-Elyea Co., Atlanta, Ga.—W. D. Alexander, Fred D. Alexander. American Motor Co., Brockton, Mass.—W. T. Marsh. American Motor Cycle Co., Chicago, Ill.—A. J. Musselman. American Wood Rim Co., Onoway, Mich.—G. F. Jackson, E. J. Lobdell. Anderson Spark-Plug Co., Washington, D. C.—J. C. Anderson. Arnold, Schwinn & Co., Chicago, Ill. —Ignaz Schwinn. Atlas Steel Ball Co., Philadelphia, Pa.—T. J. Heller, Otto W. Schaum. Aurora Automatic Machinery Co., Chicago, Ill.—J. D. Hurley.

Badger Brass Mfg. Co., New York City—Harry Haft. F. A. Baker & Co., New York City—F. A. Baker. Bevin Bros. Mfg. Co., East Hampton, Conn.—A. Avery Bevin, M. S. Purple. Bicycling World and Motorcycle Review, New York City—Joseph Goodman, F. W. Roche, C. D. Wight, R. S. Drake, A. T. Merrick. Bi-Motor Equipment Co., Boston, Mass.—C. W. Curtiss. Boettischer & Kellogg Co., Evansville, Ind. —Oscar Boettischer. Broadway Bicycle and Auto Supply Co., New York City—S. Ghiz.

Chicago Handle Bar Co., Shelby, O.—F. L. Watters. Coggins & Owens, Baltimore, Md.—W. C. Owens. Combination Ladder Co., Providence, R. I.—Charles R. Manchester. Consolidated Mfg. Co., Toledo, O. —A. B. Coffman, W. S. Hunt, F. C. Cornish. Continental Rubber Works, Erie, Pa.—T. R. Palmer, W. J. Surre, G. H. Hamilton. Corbin Screw Corporation, New Britain, Conn.—Clarence E. Earl, A. H. Harrop, Mr. Bishop, G. B. Latham, E. C. Bowman. Crosby Co., Buffalo, N. Y.—William H. Crosby.

Diamond Chain & Mfg. Co., Indianapolis, Ind.—L. M. Wainwright, W. C. Roby, B. R. Newhall. Diamond Rubber Co., Akron, O. —B. W. Snowman, J. B. Harris. Duckworth Chain & Mfg. Co., Springfield, Mass. —George H. Empsall, J. I. Brandeburg.

Eclipse Machine Co., Elmira, N. Y.—R. D. Webster, J. C. Ferguson, H. C. Bush, L. S. Whittier, R. O. Frost. Elyea-Austell Co., Atlanta, Ga.—C. L. Elyea. Emblem Mfg. Co., Angola, N. Y.—W. G. Schack. Empire Tire Co., Trenton, N. J.—W. G. Whitlock. Excelsior Supply Co., Chicago, Ill.—Fred C. Robie.

Fisk Rubber Co., Chicopee Falls, Mass.—Milton R. Brown. Flanders Mfg. Co., Pontiac, Mich.—George W. Sherman. Howard A. French & Co., Baltimore, Md.—Howard

(Continued on page 993.)



REPRESENTATIVES OF THE CYCLE TRADE INDUSTRIES AT ATLANTIC CITY

1912

—like its immediate predecessors—will be another year of triumph for the coaster brakes bearing the name

CORBIN

THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.

The trade already is completing arrangements to supply the Corbin motorcycle brake and the Corbin bicycle brake more largely than ever before, as the brake that motorcyclists and bicyclists, respectively, prefer.

In addition to the Corbin V-band motorcycle brake and the Corbin duplex coaster brake for bicycles, the Corbin line also includes front hubs for bicycles, rear hubs for bicycles, two-speed coaster brakes for bicycles, and motorcycle front hubs with knock-out axle.

Corbin Screw Corporation
NEW BRITAIN, CONNECTICUT
LICENSED COASTER BRAKE MANUFACTURERS

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

PUBLISHED EVERY SATURDAY BY
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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, AUGUST 5, 1911.

Arranging for Checking Stations.

Lessons of recent contests promoted by motorcycle clubs make plain the fact that where clubs impose upon outside parties to assist in checking at controls and render other assistance that the beneficiary must expect to compensate the strangers for their services. While heretofore promoting clubs have been fortunate in persuading garages to allow their establishments to be used as controls for club contests and to furnish some employee for checking or do the work themselves, times are changing and garage keepers are not so well disposed to perform the service gratuitously, as they formerly were.

The argument that having a control at a garage is an advantage to the proprietor, in that it brings him business from the rider, is rather a weak one, for in a contest when a rider requires fuel he just must have it, the only place that he can procure it at a reasonable price is at a garage, and he is going to patronize that garage whether or not the official control is located there. When 40 or 50 riders come trooping into a garage and all want to have their tanks filled, and sign the sheets and be off inside of 10 minutes or so, it is quite an inconvenience to the garage people, which is not compensated for by the business done in gasoline sales.

To expect a garage keeper to be on hand to check riders at a certain hour when his business may require that he be elsewhere at that time, is unreasonable and neither can he be expected to take sufficient interest in a motorcycle contest to assign one of his employes to do the checking. The garageman is paying his men to work for him, not to check motorcycle contests. If a club wants to be assured of having checkers at controls it either should send its own checkers to the checking points, paying their expenses, of course, or it should arrange to hire checkers in the towns where the controls will be located.

In arranging controls for contests which pass through other cities promoting clubs should, where possible, give the preference to local motorcycle dealers. Where this is inconvenient or impossible a garage is the second best choice. Another point in connection with out of town checking stations that should be better handled is in supplying the checks with stamped and self-addressed envelopes for mailing the checking sheets to the club immediately after the last man has passed through on the home trip. At present checking sheets come in anywhere from two to six days after the contest is completed. This naturally causes delay in making up the scores and rendering reports, and this delay is wholly unnecessary.

Advantages of a Trade Organization.

With the news coming from Indianapolis of the forming of a motorcycle dealers' association, following the formation of such an organization in New York City, it is evidenced that the dealers throughout the country are waking up to the possibilities for mutual benefit that such organizations will bring to them, in many ways often unforeseen at the start. There are many who do not seem to realize that too much of the work will devolve upon them or that some one else will get more benefit from it than they will. Such views are, of course, purely selfish ones and do not prevail among the live, up-to-date, progressive dealers. The people who have such views are not wanted in any organization, for they are too small and mean to bring anything but discredit to anything they are connected with. In New York City they seem to have trouble to get the dealers down to business. Why this is so in this case it is hard to say, and when every dealer in the city realizes the tremendous possibilities open for him individually as a member of such an association, it will become one of the strongest trade organizations in the metropolis. The days of "dog eat dog" system among progressive Americans are gone, and to-day the feeling of fraternity and the exchange of ideas is growing steadily with all business men.

If ever a dirt track deserved to be black listed and refused sanctions for motorcycle races, it is the Hawthorne "grave yard" in Chicago. With two victims in two weeks, and several narrow escapes, it is small wonder that the Chicago automobilists have declined to promote or have anything to do with races on that track hereafter. There are some motorcyclists who are so blind to danger that they would ride on the crater of Vesuvius if some promoter booked a meet there, and if riders are willing to sacrifice themselves on Hawthorne and such slaughter ways it is the duty of the chairman of the competition committee to restrain them by refusing sanction for tracks of the sort. As the "man-killing" propensities of Hawthorne already have been amply demonstrated, and fully exploited in scare heads in the press, it seems the plain duty of the F. A. M. to put a stop to all further motorcycle racing there so far as lies within its power, the more so as a board track soon will be at the disposal of Windy City speedsters.

"Inadvertence, of course, was responsible for an English contemporary giving the baptismal appellation of the American motorcycling expert as 'Joke' DeRosier. His recent performance at Brooklands, however, proves that he is a joke that cannot be cracked easily." The foregoing from the current issue of the Irish Cyclist is evidence of the fact that with all their joculatory abilities our Irish friends consider Jake DeRosier no joke to them. If we take Webster's definition of the word "joke," to wit:—"A subject or object of merriment," —the joke is all American, for the mere facts of DeRosier's victories on the other side of "the pond" are sure enough subjects of merriment to every American who takes pride in the mere mention of the name of the new international champion.

Coming Events



August 6, Detroit, Mich.—Detroit Motorcycle Club's race meet.

August 6, Manitowoc, Wis.—Motorcycle races; open.

August 6, Floral Park, L. I.—New England Wheelmen's first annual Marathon bicycle handicap road race; open.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 7, Lexington, Ky.—Motorcycle races at Blue Grass Fair; open.

August 8-21, Rexford, Kan.—Kansas Short Grass Motorcycle Club tour to Canon City, Colo., and return; open.

August 12, Lorain, Ohio—Motorcycle races at Driving Park; open.

August 12, Worcester, Mass.—Motorcycle climb on Dead Horse hill; open.

August 12, Louisville, Ky.—Louisville Motorcycle Club's hill climb on Workhouse Hill.

August 13, Toledo, O.—Toledo Motorcycle Club's race meet; open.

August 17, Prairie Depot, Ohio—Motorcycle races; open.

August 19, St. Louis, Mo.—Bicycle races at New Priester's Park; open.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

August 27, Terre Haute, Ind.—Terre Haute Motorcycle Club's 100-mile race; open.

August 30-September 4, Port Richmond, N. Y.—Staten Island Motorcycle Club's races on fair grounds, half-mile track; open.

September 2, Akron, Ohio—Akron Motorcycle Club's race meet; open.

September 4, Canton, O.—Canton Motorcycle Club's race meet.

September 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

September 4, Marion, Ind.—Marion Motorcycle Club's race meet; open.

September 4, Canton, Ohio—Canton Motorcycle Club's race meet; open.

September 4, La Salle, Ill.—Illinois Valley Motorcycle Club's race meet; open.

September 4, Cedar Rapids, Ia.—Cedar Rapids Motorcycle Club's race meet; open.

September 4, Springfield, Mass.—Springfield Motorcycle Club's race meet at Stadium.

September 4, Chicago, Ill.—North Shore Motorcycle Club's race meet at Hawthorne track; open.

September 4, Springfield, O.—Springfield Motorcycle Club's race meet at Fair Grounds track.

September 4, Toledo, O.—Toledo Bicycle Dealers' second annual 25-mile bicycle handicap road race; open.

September 4, St. Louis, Mo.—St. Louis Motorcycle Club's 200 mile road race to Hannibal and return; open.

September 4, Newark, N. J.—New Jersey Motorcycle Club's 12 hour endurance run to Atlantic City and return.

September 4-5, Toledo, O.—Toledo Motorcycle Club's sociability run to Cleveland and return; 241 miles.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.

Sept. 25, Detroit, Mich.—Race meet.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

Toledo Club Plans Labor Day Run.

For its Labor Day outing the Toledo (O.) Motorcycle Club has planned a sociability run to Cleveland, returning on the following day. The round trip is 241 miles. In Cleveland the visitors will be the guests of the local motorcycle club and an exceptionally good time is anticipated.

Why Newark Club Quit Track Racing.

Considerable speculation has been going the rounds during the present season as to why the New Jersey Motorcycle Club, of Newark, has not been prominent in promoting race meets. Heretofore the club has taken a large part in conducting meets and rumors were abroad to the effect that there had been a split in the club over racing, causing two factions, one of which was opposed to track contests. These rumors have been set at rest by the statement of an official, to the effect that the club is as strongly in favor of racing as it ever was, but that its repeated efforts to secure Olympic Park this year have been unsuccessful, owing to dissension among the track management. The club is unwilling to have anything to do with the Guttenberg track, in view of the unsavory episodes there early this season, and with no suitable track available has confined itself to promoting road events.

Pickings for "Pros" at Poughkeepsie.

Professional motorcycle racers will find good pickings awaiting them at the race meet of the Poughkeepsie (N. Y.) Motorcycle Club, at the Hudson River driving park, on Labor Day. There will be three professional events with prizes aggregating $200. The track is a mile dirt course, 80 feet wide and circular. The program consists of 11 events, as follows: Three mile novice handicap; five mile handicap, club members; three mile open, stock, 30½ inch class; five mile belt handicap; five mile professional, 30½ inch class; ten mile amateur, 30½ inch class; five mile private owner, 61 inch class; five mile professional, open; ten mile stock, 54 inch class; fifteen mile open, amateur, 61 inch class; ten mile professional, open. Entry blanks can be obtained from Harry English, 233 Main street, Poughkeepsie, N. Y.

Valuable Prizes Offered in Hill Climb.

Two hundred dollars worth of prizes will be distributed by the Louisville (Ky.) Motorcycle Club to the winners in its hill climb on Workhouse Road Hill, near Cherokee Park, on Saturday, 12th inst. The events, four in number, are as follows: 27 cubic inch class, 30½ cubic inch class, 30½ cubic inch class for belt drive only; 61 cubic inch class open. The first three events are for strictly stock machines and the 61 class for stripped stock. Arrangements have been made with the Chief of Police to have the course patroled during the contest. The climb is open to all F. A. M. members in the State.

Circular letters are being sent out by Secretary Gibson of the F. A. M. to dealers who have been appointed F. A. M. official repair men, pointing out the advantages of the official repair shop signs which have been prepared, and soliciting orders for the signs. The secretary also gives notice that he again is domiciled at his regular quarters in Westboro, Mass

Fifth Annual Convention Marks New Record in Attendance.

(Continued from page 988.)

A. French. Keyser Fry, Reading, Pa.—Keyser Fry.

Goodyear Tire & Rubber Co., Akron, O.—S. A. Falor, W. R. Barnes, Ed Nall. J. W. Grady & Co., Worcester, Mass.—J. W. Grady. George H. Greiss & Co., Philadelphia, Pa.—George H. Greiss.

D. P. Harris Hardware Co., New York City—D. P. Harris. Haverford Cycle Co., Philadelphia, Pa.—Max M. Sladkin, J. Lake. J. D. Smallu, E. J. Smallu, L. J. Hill. Hawthorne Mfg. Co., Bridgeport, Conn.—E. A. Hawthorne. Hearsey-Willis Co., Indianapolis, Ind.—F. I. Willis. Hendee Mfg. Co., Springfield, Mass.—F. J. Weschler, W. F. Hapgood, H. Shaw. Hoffnung & Co., New York City—Herbert Funke. Henry Horton, New Haven, Conn.—Henry Horton. Hub Cycle Co., Boston, Mass.—Jacob Berkowitz. Hydraulic Pressed Steel Co., Cleveland, O.—H. H. Pettee.

W. B. Jarvis & Co., Grand Rapids, Mich.—J. W. Jones. George Jenkins, New York City—George Jenkins.

K. & C. Wood Rim Co., Hennicker, N. H.—Clinton Lovell. Henry Keidel & Co., Baltimore, Md.—Stanley Wilson, William Holland. Kelley-Racine Rubber Co., Racine, Wis.—C. F. U. Kelley, J. C. Taltey. Kokomo Rubber Co., Kokomo, Ind.—D. L. Spraker, Lon Spraker, Milton Kraus.

R. J. Leacock Sporting Goods Co., St. Louis, Mo.—R. J. Leacock, R. B. Leacock. Jno. S. Leng's Son & Co., New York City—Charles W. Leng. Light Mfg. & Foundry Co., Pottstown, Pa.—E. S. Fretz.

Manufacturers Foundry Co., Waterbury, Conn.—F. C. Fromme. Manufacturers Supplies Co., Philadelphia, Pa.—C. A. Wigmore. Meiselbach Bicycle Co., North Milwaukee, Wis.—A. D. Meiselbach. E. F. Merry, San Francisco, Cal.—E. F. Merry. H. & F. Mesinger, New York City—H. Mesinger. Miami Cycle & Mfg. Co., Middletown, O.—E. M. Jackson, Joe F. Merkel, Edward Buffum, Herbert M. Morris. A. R. Mosler & Co., New York City—C. C. Bownton, H. A. Wattenscheidt. Frank Mossberg Co., Attleboro, Mass.—Frank Mossberg, Walter I. Tuttle, Edwin A. Batzell. Motor and Accessory Manufacturers, New York City—W. F. Sweet. Motor Car Equipment Co., New York City—Carl Kaufman. Mott Wheel Works, Utica, N. Y.—C. B. Williams.

New Departure Mfg. Co., Bristol, Conn.—DeWitt Page, M. J. Horton, T. N. Biddle, Lester Sigaurney, A. E. Griffith, James Landry. New York Sporting Goods Co., New York City—P. R. Robinson, H. DeWitt. George W. Nock Co., Philadelphia, Pa.—George W. Nock. Noera Mfg. Co., Waterbury, Conn.—F. P. Noera.

Pennsylvania Rubber Co., Jeannette, Pa.—D. B. Nally, G. W. Shiveley. Persons Mfg. Co., Worcester, Mass.—C. A. Persons, W. E. Eccles. C. E. Peterlein, Grand Rapids, Mich.—C. E. Peterlein. Pierce Cycle Co., Buffalo, N. Y.—William B. Colburn, W. A. Johnson. Pope Mfg. Co., Hartford, Conn.—Colonel George Pope, J. F. Cox, J. P. Fogarty, B. A. Edgar. Post & Lester Co., Hartford, Conn.—Howard W. Lester, S. Teal Perry. Progressive Cycle Co., New York City—A. Scaison.

L. Rastetter Sons, Ft. Wayne, Ind.—R. W. Dick. Reading Standard Co., Reading, Pa.—F. B. Hart, R. S. Morton. Reading Saddle & Mfg. Co., Reading, Pa.—M. M. Deem. F. F. Rick & Co., Buffalo, N. Y.—T. A. Rick.

A. G. Spaulding & Bros., New York City—W. H. Burgess. Standard Co., Torrington, Conn.—D. B. Smith, C. E. Morehouse. Standard Roller Bearing Co., Philadelphia, Pa.—F. M. Germane, F. W. Lawrence.



J. C. MANTERNACH
Standard Welding Co.

Standard Welding Co., Cleveland, O.—J. C. Manternach, L. D. Rockwell. Starr Bros. Bell Co., East Hampton, Conn.—J. P. Lamb. Stevens & Co., New York City—Louis Schwab, E. C. Huntington, C. C. Cohn. Supplee Hardware Co., Philadelphia, Pa.—J. C. Beck, Jr.

Troxel Mfg. Co., Elyria, O.—D. S. Troxel, J. W. Brandt. Tucker Wood Rim Co., Sydney, O.—J. B. Tucker.

United States Tire Co., New York City—H. H. Colboth, George H. Hubbs, M. C. Stokes, F. A. Drake, H. F. Snyder, Nicholas Feltes, S. S. Poor. Utica Cycle Co., Utica, N. Y.—W. F. Carroll.

Van Cleef Bros., Chicago, Ill.—A. Van Cleef. Vim Cycle & Hardware Co., Buffalo, N. Y.—John W. Henry, John J. Oliver.



THE BANQUET AT THE ST. CHARLES



A. J. MUSSELMAN
American Motor Cycle Co.

Walthour & Hood, Atlanta, Ga.—T. J. Hood. Whitney Chain Co., Hartford, Conn.—Clarence E. Whitney, W. W. Totman. W. H. & L. C. Wolfe, Altoona, Pa.—W. H. Wolfe, L. C. Wolfe. Wolverine Leather Co., Detroit, Mich.—W. F. Bartlett.

William H. Grover, Norfolk, Va.; F. I. Johnnson, Fitchburg, Mass.; W. H. Logue, Jr., Baltimore, Md.; P. Lyski, Louisville, Ky.; A. M. Scheffey, New York City; W. P. Swartz, York, Pa.; G. Van Riper, Indianapolis, Ind.

Detroit Makes Bid for Next Convention.

Formal speech making was dispensed with at the meeting the the Cycle Parts and Accessories Association, the Motorcycle Manufacturers Association and the National Association of Cycle Jobbers at the St. Charles Hotel on Friday afternoon. The meeting commenced about 3 o'clock and lasted until shortly after 4.

Detroit, Mich., was put on record as the suggested place for the next convention of the Cycle Trade Industries, after F. I. Willis and other prominent tradesmen from the West had made a strong plea for giving the West a little more consideration in the location of the meeting place. No binding choice of Detroit was made, but the motion was carried to have the record show that at present Detroit is the preferred city, as a concession to the Middle West and the Western tradesmen.

Solicitations for prizes for bicycle and motorcycle races having become so numerous and general, a special joint committee was appointed to devise some plan of supervision in the giving out of prizes, so that manufacturers will know that their contributions are not wasted or obtained fraudulently. The committee consists of Louis Schwab, of Stevens & Co., New York; John Henry, Vim Cycle & Hardware Co., Buffalo, N. Y.; F. B. Hart, Reading Standard Co., Reading, Pa., and B. A. Edgar, Pope Mfg. Co., Hartford, Conn.

The "Question Box," while containing questions relating to some of the misunderstandings and delicate subjects of the trade, did not provoke any very active discussions. Many of the members were impatient to catch trains and allowed the opportunity for discussion to pass, in order to expedite the adjournment. A great proportion of the visitors left Friday afternoon, although quite a number remained to the end of the week, taking in all that the great "City-by-the-Sea" affords.

Proposes National Dealers' Association.

Believing that if organization is good for the motorcycle and bicycle manufacturers and the jobbers it also ought to be good for the dealers, R. H. Weber, a motorcycle dealer of Sioux Falls, S. D., proposes that the motorcycle and bicycle dealers throughout the country organize for their mutual benefit. What these benefits are and his views of the advantages of such an organization, Weber points out in the following call, which he has sent out:

"For several years I have felt that the motorcycle and bicycle dealers, not of one city or one State, but of the whole United States, ought to get together and form an organization for our mutual benefit. There are a lot of things which we can do collectively which we cannot accomplish singly, and I am going to mention just one or two. There is no need to mention other evils that exist, for every wide-awake dealer who really thinks knows what they are.

"First—How do the dealers like the idea of the numerous motorcycle mail order houses selling the same goods which the dealers sell? Enough said here.

"Second — How many dealers have thought of the influence and strength 5,000 of us, or even 1,000 live dealers, would have in acting jointly to correct existing evils, and also in purchasing power?

"Nearly all classes of business are organized, including the manufacturers and jobbers; then why not the motorcycle and bicycle dealers, too?

"I would like to hear from other dealers as to their views in the matter, and would suggest that the best time to launch such an organization would be during the New York and Chicago shows, when a large number of dealers are in attendance."

Motorcycle Stolen in Charles City.

On the morning of July 18th some one broke into a garage in Charles City, Iowa, and stole a Harley-Davidson motorcycle. This was a 1911 model, with a Bosch magneto, G. & J. corrugated tires, Mesinger standard sadde No. 4, engine No. 702A. The machine was in fine condition, as it had only been in use a short time. It is supposed to be either in Minneapolis or somewhere in the Dakotas, as it was traced as far as Austin, Minn. The machine is the property of Jones Heddens, of Charles City, and any one locating it is requested to wire him.

Doings of Some of the Tradesmen.

The L. P. Birkenbach Co., agents for the Yale, were visited last week by H. D. Capron, the general Ohio agent for the Yale. Mr. Capron toured through from Cincinnati.

L. P. Birkenbach, the Central Ohio agent for the Yale, visited the Lale factory last week, and while away attended the races at Toledo and Detroit, at which places he entered in the speed events.

The Franklin Cycle & Supply Co. announce that they will equip the Columbus Police Department with new Thor motorcycle this season. The "flying squadron" will catch auto speeders in the city.

J. W. Brandt, secretary of the Troxel Mfg. Co., Elyria, Ohio, will start next week on a business trip to the Pacific Coast in the interest of Troxel saddles and specialties. He will be gone about six weeks.

G. H. Squire, of the Thor factory, visited the Franklin Cycle & Supply Co., Central Ohio agents for the Excelsior and Thor, last week. Mr. Squire, who is traveling over his territory on his Thor free engine model, spoke highly of the road conditions throughout Ohio and New York.

William Holland, who for 18 years has been a traveling salesman for Henry Keidel & Co., the Baltimore (Md.) jobbers, has resigned in order to become a general representative for the D. P. Harris Hardware Co., of New York, distributors to the jobbing trade. His change in duties takes place on the first of September.

New Dealers' Association Elects Officers.

Officers for the new Motorcycle Dealers' Association of Greater New York, which gradually is taking definite shape, were nominated at a meeting held Wednesday night, 2d inst., as follows: E. C. Kicherer, president; T. J. Sixsmith, first vice president; Henry Heyer, second vice-president; H. A. Gliesman, secretary-treasurer. In the absence of Temporary Chairman Amos Shirley, H. A. Gliesman occupied the chair and L. Goldsmith acted as secretary. All of the nominees except Kicherer agreed to accepted the nomination offered, but he felt that owing to business matters which would necessitate his frequent absence from the city he would not be able to do justice to the association in filling the presidency. However, no candidate was named in Kicherer's place and the election was put over until the next meeting. The committee on constitution and by-laws submitted a draft, which was taken up in part and discussed. The next meeting will be held Wednesday, 9th inst., downtown, in the hope of securing a larger attendance of dealers. Those present at the meeting were E. C. Kicherer, H. A. Gliesman, L. Goldsmith, F. B. Widmayer, Henry Heyer, G. Rotholz, R. Brazenor, — Ruderman, T. J. Sixsmith.

Bicycle Exports Increase 41 Per Cent.

The value of bicycles and parts exported during the month of June shows an increase of $15,143 over those exported during the same month a year ago, the values being $85,705 and $70,562, respectively. For the twelve month ending with June, 1911, the total value of cycles and parts exported amounts to $883,300, against $620,760 for 1910, and $723,893 for 1909, showing an increase of over 41 per cent. for 1911 over last year.

K. R. Jacoby, general manager of the Miami Cycle & Mfg. Co., Middletown, Ohio, is going to the Pacific Coast on a business mission.

"POT HUNTING" NOT EASY IN MARION

At Least Not When a "Constable" is There —Why and How Erwin Baker Did Not Collect the Cash.

Once in a while, when a local crank goes "pot hunting" he catches a Tartar, much to his disgust. This happened to Erwin Baker, of Indianapolis, at Marion, also in Indiana, on Saturday, 29th ult., when one Thurman Constable, of Union City, riding what a local scribe was pleased to call "a stack of junk," sullied a couple of the stars in Baker's motorcycle halo by licking him two times straight in the two-inning race meet which the Marion Motorcycle Club conducted at the fair grounds. Baker started off gaily in the first event, 10 miles, 30½-inch class, and led to the half-way post. Quite a few decided that it was all over but the shouting, but pretty soon a change took place. Constable, who had been trailing, decided to close up, and although Baker much preferred to keep the gap open, the Union City lad accomplished his puprpose.

In the second race the men changed over to twin machines and again Constable and Baker supplied most of the action for the 10 miles. One Harwood started to make a runaway, but after the first mile he "shot his bolt" and Baker took the lead, which he held for five miles. At one time he seemed to have the race already wrapped up and tagged, but Constable again pounded that gap to nothing. After he drew abreast Constable see-sawed with Baker, much to the crowd's delight, until the last stretch, when the former spurted and crossed the line a winner by a few feet. The time, 12:15¾, was very good, considering the muddy condition of the track. Constable rode a Harley-Davidson, while Baker steered an Indian. Summary:

Baker is "Whole Show" at Lafayette.

E. G. Baker, of Indianapolis, as it was expected, cleaned up nearly everything at the Lafayette (Ind.) races on Sunday, the 30th ult. The meet was promoted by John Sink, and Baker won everything he entered, although at times he was pushed hard by B. R. Moore, of Logansport, on an Excelsior. There were 3,000 fans present and the close finishes were greatly enjoyed. The summary:

Five-mile open—Won by E. G. Baker (Indian); second, B. R. Moore (Excelsior). Time, 6:33.

Five-mile open, stripped stock machines —Won by E. G. Baker (Indian); second, Roscoe Kenny (Excelsior). Time, 6:53.

Five-mile private owners—Won by B. R. Moore (Excelsior); second, Emmet Stevenson (Harley-Davidson). Time, 7:25.

Mile time trials—E. G. Baker (Indian). Time, 1:16⅘.

Tippecanoe county championship, five miles—Won by Roscoe Kenney (Excelsior).

Half-hour race—Won by E. G. Baker (Indian); second, Moore (Excelsior). Distance 22¾ miles.

Renel and Schwartz Win at Denver.

Matches, not the lucifer kind, but the competition sort, furnished most of the sparks thrown off by the riders at the motorcycle races at the Lakeside track, Denver, Colo., on the 27th ult. Three of the four numbers on the bill were match races. The honors of the evening were divided between George Renel, the Frenchman, and Schwartz, each taking two races. In the final event Renel trimmed Schwartz, so the former is entitled to most of the glory. Fleckenstein did the aviator's drop in the fifth lap of the first event, when a tire let go. He slid down into the arena and collected quite a few splinters and bruises in his roll, but was able to ride later in the evening. His machine was wrecked. Summary:

Two-mile professional — Won by Schwartz; second, Cassady. Time, 1:33.

Three-mile match, Renel vs. Boyd—Won by Renel. Time, 2:15⅗.

Three-mile match, Schwartz vs. Fleckenstein—Won by Schwartz. Time, 2:20.

Three-mile match, Renel vs. Schwartz—Won by Renel. Time, 2:17.

McKellar High Man at Spokane.

Motorcycle enthusiasts to the number of 3,000 were furnished some good sport and several thrills while witnessing the motorcycle races held on the Spokane (Wash.) fair grounds half-mile track, July 22nd.

Through a misunderstanding on the part of the referee, the ten mile open, 61 class, was stopped in the 11th lap, with McKellar leading, the judges declaring it "no race." Aside from this, good contests were seen in all the events, H. A. McKellar winning the majority. All contestants were mounted on Indians. Summary:

Five miles open, 30½ cubic inches—Won by H. A. McKellar. Time, 6:24⅗.

Ten miles, free-for-all—Won by H. A. McKellar. No time. (Frese eliminated by loss of tire in third lap, and Rich spilled in 13th.)

Riders Get Cold Feet at Poughkeepsie.

John Steele won the unlimited pursuit motorcycle race at the aviation day's sports carnival at the Hudson River Driving Park, Poughkeepsie, N. Y., on the 1st inst. Two of the four starters dropped out very early owing to mechanical trouble, leaving Steele and Herman Sager, on Indians, to fight it out. Sager was gaining steadily on his rival when something went wrong with his machine in the sixth mile and he dropped out. Steele's time for six and one-half miles was 7:13. Owing to the poor condition of the track only four of the 17 entrants were willing to ride, the others having lost all desire to practice.

SEYMOUR TAKES A SUDDEN TUMBLE

"The Pride of Salt Lake City" Decisively Beaten in Two Races—Whittler Did the Trick Easily.

Fred Whittler has been gazing at Ray Seymour's back and rear tires so often this season in their races at the Wandamere Motordrome, Salt Lake City, Utah, that that particular piece of scenery must have become monotonous, for on the 24th ult. Whittler licked Seymour in two successive races. The change of scene and satisfaction of leading his rival across the tape undoubtedly gave great satisfaction to the local star. Whittler did not have any runaways, however, for Seymour "died" hard and the finishes were of the close-coupled sort.

Having heralded its approach in the opening heats, which were closely fought, the thrill storm broke in full force in the final of the six-mile professional. Brodbeck set the field in motion with Seymour hanging on and Whittler and Ward close behind. Two laps from home Whittler crowded on speed and broke out of the field with Ward in tow. In the jump Ward was uncoupled and Brodbeck tacked on behind Whittler. Seymour also accelerated a bit and with Whittler up the bank the pair rode a red-hot lap side by side, slowly see-sawing. In the final drive Whittler won out by a foot in a slashing finish, which set the crowd wild.

Once more this pair gave a fireworks exhibition worthy of Pain in the 10-mile invitation. Ward and Brodbeck set the pace until 1½ laps from home. Whittler jumped and after a fight with Ward took the pole. Whittler's jump caught Seymour asleep, and although he tried to close the gap he only got to Whittler's rear wheel and then fell back, beaten by a length.

In the trade rider events, three and five miles to go, the finish was close, with Warden, Claflin and Johnson checking in that order each time. McNeil captured the four-mile professional, Class B, and faded from the 10-mile invitation when a tire flattened. Summary:

Six-mile open, professional—Won by F. E. Whittler (Merkel); second, Ray Seymour (Indian); third, A. Brodbeck. Time, 4:34.

Ten-mile invitation, professional—Won by Whittler (Merkel); second, Seymour (Indian); third, A. Ward. Time, 7:40⅗.

Three-mile open, trade riders—Won by Warden; second, Claflin; third, Johnson. Time, 2:51⅘.

Five-mile open, trade riders—Won by Warden; second, Claflin; third, Johnson. Time, 4:46⅘.

Four-mile open, professional—Won by McNeil; second, Smalling; third, Bernstrom. Time, 3:12⅘.

NATIVES AND VISITORS BREAK EVEN

Bowman Upholds Local Pride at Indiana Meet—But Matthews from Chicago Wins Two Events.

It was an even break between the local riders and some visitors from Chicago at the motorcycle races held in connection with the Manufacturers and Merchants' Day celebration at LaPorte, Ind., on Thursday, 27th ult. The races were held on the half-mile track at the fair grounds. Paul Bowman, a "native son," captured both of the private owner events handily, while E. T. Matthews, one of the Thor thunder gods from Chicago, nailed the pair of trade rider events. The private owner classes were at three and five miles respectively and limited to stock machines in the 30½-inch classification. Naturally the trade rider events were more interesting, particularly the 10-mile event, which was the feature of the day. The fight was between Matthews and DeSalvo, also of Chicago, but the former pounded out a victory after some hot scrapping. Matthews, who rode a Thor, averaged 1:12 per mile in this race. The time trials blew up when both Matthews and DeSalvo came to grief. The former fell and the latter bumped the fence, but both escaped injury. The races were promoted by Sonneborn's Sons, local dealers, and proved very exciting to the good-sized crowd which was present. Summary:

Five-mile, private owner, 30½-inch class, stock—Won by Paul Bowman (Excelsior); second, Louis May (Excelsior). Time, 7:01.

Five-mile trade rider, 30½-inch class, special—Won by E. T. Matthews (Thor); second, J. DeSalvo (Excelsior); third, H. Sonneborn (Excelsior). Time, 6:03½.

Three-mile private owner, 30½-inch class, stock—Won by Paul Bowman (Excelsior); second, Louis May (Excelsior); third, Jay Kanney (Excelsior). Time, 4:10¾.

Ten-mile trade rider, 30½-inch class, special—Won by E. T. Matthews (Thor); second, Joseph DeSalvo (Excelsior); third, H. Sonneborn (Excelsior). Time, 11:59¼.

Shepherd Stars, but Is Suspended.

Noble Shepherd was the kingpin at the motorcycle race meet at the Kokomo (Ind.) Driving Park on Sunday, the 23d ult. He corraled three firsts, one second and one third. Incidentally he also drew six months' suspension for alleged fouling. Shepherd and Percy Heckman were the top notchers of the meet and unwound some exciting brushes, in which the former invariably won out. In the county championship event it is alleged that Shepherd cut in on Heckman too close in taking the pole, and that Heckman's front wheel struck the rear of his rival's machine. No one went down, but Heckman filed a protest, which was sustained. Despite counter attractions the meet drew a good crowd. The track was in fair shape, but just before the 25-mile event was called a heavy rainstorm broke, which put an end to further walloping of Father Time. Summary:

Five-mile open—Won by Noble Shepherd; second, McGovern; third, Percy Heckman. Time, 6:41⅗.

Five-mile open—Won by Creviston; second, McGovern; third, Shepherd. Time, 6:38.

Five-mile match, singles—Won by Shepherd; second, Heckman. Time, 6:53.

Ten-mile open—Won by Constable; second, Moore; third, Heckman. Time, 13:41⅖.

Five-mile open—Won by Shepherd; second, McGovern; third , Heckman. Time, 6:46⅘.

Five-mile open—Won by McGovern; second, Shepherd; third, Davis. Time, 6:40⅘.

Stray Bits of News from Baltimore.

Two former residents of this city, Ray Greenwood and Sam Harburger, have just completed a trip of 1,184 miles on a tandem rigged "5" from Chicago, only once being compelled to dismount on a very steep incline in a rough part of the mountain section, otherwise the trip, considering the lay of a large part of the country traversed, was remarkably successful. Roy Straus, another popular local rider, found excellent roads and such good going that not once was he required to open his tool bag.

Billy Logue, Jr., Reading Standard Club, and "Fritz," local N. S. U. exponent, have also taken to the road, leaving Baltimore Friday, 28th ult., via the good roads of Maryland, through the Quaker City and across Jersey's superb highway to Atlantic City, for a few days' sojourn by the waves.

Good old "Pop" Allard, formerly sometimes cyclist and now captain of the Yale Motorcycle Club, is recovering rapidly from injuries received in the races of the Fourth and will again be seen on the road in the near future.

Gale May Reach New York Tuesday.

M. E. Gale, of Angola, N. Y., who lays claim to the Chicago-New York motorcycle road record, is going to try and clinch his grip on the honor. Riding an Emblem, Gale will start from Chicago at midnight Sunday, 6th inst., and expects to make New York Tuesday night about 9 p. m., which figures out at 45 hours. He will carry letters from the Chicago to the New York motorcycle journals. From Albany Gale will be accompanied to the end of his journey by F. L. Valiant, of the Emblem forces. New York motorcyclists are invited to meet the record seeker up the road Tuesday evening, 8th inst. In September, 1910, Gale covered the stretch between the two cities in a little over 35 hours actual riding time, although his elapsed time was three and a half days. In July, 1908, B. A. Swenson, of Providence, R. I., on an Indian, rode from New York to Chicago in 49 hours 40 minutes elapsed time and set the record which Gale claims to have broken.

BUSY DAYS FOR BALTIMOREANS

Motorcycle Runs, Outings and Tours Make Interesting Month-End for the Hustling Orioles.

Two motorcycle club runs held on succeeding Sundays have done much to promote sociability among the members of two clubs of Maryland's capital. The first of these, one of the most successful ever held locally from every point of view, took the form of an outing to Middle River on Sunday, the 23d ult., with the Maryland Motorcycle Club as host. Their hospitality was enjoyed by 70 of "the boys." These latter have expressed their appreciation in such glowing terms that the Marylanders are considering favorably holding another of the same, in which event out-of-town motorcyclists will be cordially invited.

Starting from the Madison avenue entrance of the beautiful Druid Hill Park at 9 a. m. Sunday, 30th ult., a combination run under the auspices of the Baltimore Motorcycle Club and Maryland Motorcycle Club carried the participants through some of the justly famous local scenery and over the finest roads in the section through Green Spring Valley and along the Reisterstown Pike to Westminster. After an excellent lunch here the majority of the fifty riders took a look over the town, while Chief Mechanician John Blakeney, of the B. M. C., attended to a few minor repairs, just to demonstrate the advisability of having such emergencies provided for. The run back to town was made over the same route and disbanded late in the afternoon after a thoroughly enjoyable trip.

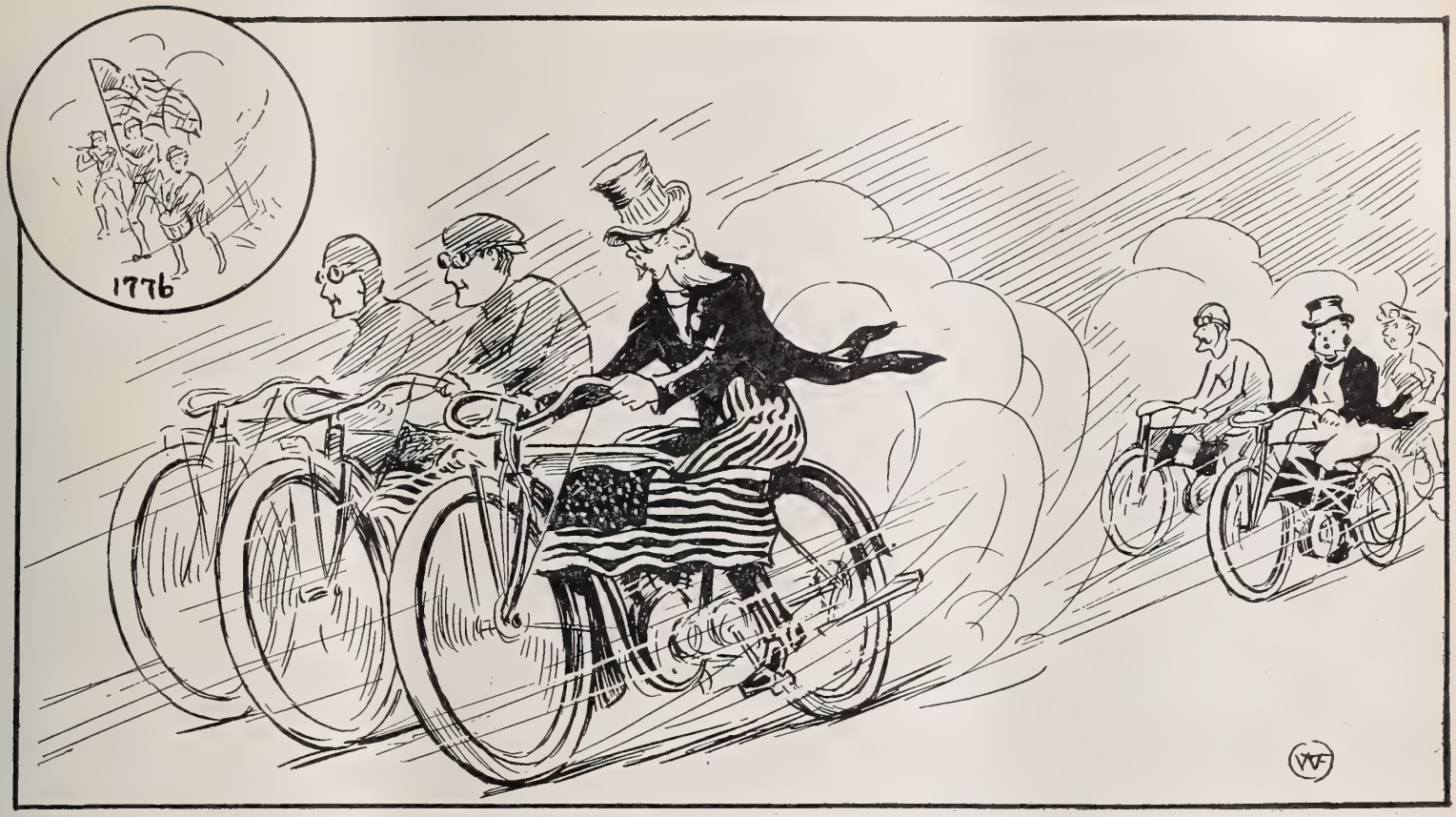
Spokane Motorcyclists Climb Mt. Tacoma.

Encouraged by the success of their first run, the Tacoma Motorcycle Club, of Spokane, Wash., are planning other events to follow closely that held last week, in which practically all of the members took part in what proved to be a very enjoyable trip, starting from Spokane City Hall and covering the distance of 72 miles up Mt. Tacoma to Longmire Springs in 3¼ hours. The return trip down the mountain required 30 minutes less time. Aside from the fact that one portion of the road for about 10 miles was very deep in mud, no inconvenience whatever was experienced on what was in every other respect an ideal outing.

DeRosier Coming Home Early in August.

With the world's professional motorcycle track championship hanging at his belt, in consequence of his victory over C. R. Collier, the English champion, in the international match at Brooklands, on the 15th inst., Jake DeRosier is coming back to America on August 10th, to seek more scalps. Jake is open to ride exhibitions on any board track, and acept challenges.

THE SPIRIT OF 1911—A CONTRAST



Another victory for American industry was scored recently in England when American motorcycles took first, second and third from a field of 67 starters in the Tourist Trophy race. (News Item.)

Stars to Meet at Indianapolis.

Indianapolis will hold another big motorcycle race meet on the Fair Grounds track on Wednesday, August 19th, under the auspices of the Indiana Motorcycle Racing Association. The Indianapolis motorcyclists were so gratified over the tremendous success of the races on July 3d and 4th, when President Taft was an interested spectator, that they have decided to try it again and, according to press agent reports, the coming meet on the 19th will even surpass that one held in July. One proposed feature that is greatly interesting the fans is the 25-mile match race between John Sink and E. G. Baker. On July 4th Baker defeated Sink in a special five-mile event known as the "President's race," but directly following this the tables were turned and Sink won from Baker by a good margin, hence there is keen rivalry between the two.

There were 25 riders entered in the last meet, but a greater number is expected in the one to come, for the manufacturers have agreed to give it a more active support and send some of their star speedsters there. There will be seven events on the program—a 10-mile open for 30½, 50 and 61 cubic inch stock machines; a five-mile private owners' race for the 30½ class, a 25-mile open stock, 61 class; a half-hour event for the big machines, and a 25-mile match between Baker and Sink. Cups and merchandise to the value of $300 are offered as prizes for first, second and third. The merchandise list includes watches for first prizes, tires, accessories and cameras for second and third. Entries should be sent to R. H. Sturn, 325 N. Delaware street, Indianapolis.

Don Klark "Cleans Up" at Erie Meet.

Neck-and-neck racing from flag to flag set the sporting blood of an enthusiastic crwod flowing fast at the two-day motorcycle race meet of the Erie (Pa.) Motorcycle Club at Reed's Park, on the 29th and 30th ult. Don Klark, of Detroit, and Harry Kissig, of Cleveland, dropped in on a little pot hunt, and the Detroiter bagged most of the spoils in the trade-rider events, taking four firsts, although Kissig always was dangerous. Orth was the star of the local riders, taking the club championship and the 20-minute race for private owners. Orth then went out of his class and ran second to Klark in the last race of the meet, for trade riders. Wilke and Carlson, two local private owners, also shared in the glory, each taking two firsts. A number not on the program, which caught the crowd off its guard and threw a scare into it, was sprung in the second race on Sunday, when Wolfe skidded on a turn and went down. While an ambulance was hurrying to the spot he remounted and finished the race. Summary:

First Day—Saturday, July 29th.

Three-mile, private owners—Won by Carlson; second, Berley. Time, 4:29.

Seven and one-half-mile, private owners—Won by Norris; second, Hirt; third, Hopple. Time, 12:18.

Ten-mile, trade riders—Won by Don Klark (Indian); second, H. Kissig (Indian); third, Carlson. Time, 13:20.

Five-mile novice—Won by Wilkie; second, Wolf; third, Gibson. Time, 8:13¾.

Ten-mile club championship—Won by Jewett Orth; second, Norris; third, Hofstetter. Time, 14:37.

Five-mile open, trade riders—Won by H. Kissig (Indian); second, Don Klark (Indian). Time, 5:37.

Second Day—Sunday, July 30th.

Ten-mile, trade riders—Won by Don Klark; second, H. Kissig; third, Jewett Orth. Time, 13:37.

Five-mile, private owners—Won by Wilke; second, Carlson; third, C. Brown. Time, 7:18½. Wolfe was thrown but finished in fourth place.

Five-mile open, special—Won by Don Klark; second, H. Kissig. Time, 6:54.

Twenty-minute race, private owners—Won by Orth; second, Wolfe; third, Zimmer. Distance, 14 miles.

Five-mile, club members—Won by Carlson; second, Wolfe; third, Orth.

Five-mile, trade riders—Won by Don Klark; second, Orth; third, Kissig. Time, not given.

Mile exhibition—Don Klark. Time, 1:17¼. H. Kissig. Time, 1:21¼.

THREE CANDIDATES FOR MEDALS

Meinell, Hoffman and Molin the Only Remaining Contenders for Trio Cup Trial Honors.

Twenty starters, 14 survivors and 9 perfect scores is the net result of the second trio-cup trial over the Newburg course of the Motorcycle Touring Club of New York, Affiliated, on Sunday, 23d ult. The result is little different from the first trial last April, when 21 started, 19 finished and 8 were perfect. One thing is quite certain in connection with the trials, and that is, that regardless of how easy the course may seem there will be few gold medal winners at the finish, very few, in fact. To win a gold medal a rider must make a perfect score in all three trials, and only three men have qualified in the two trials held. While several have made perfect scores in one trial they have either been penalized or failed to compete in the other. It also is quite possible that their number will be further reduced after the final trial.

In the recent trial the greatest changes occurred in the team competition composed of teams of the same make. The Merkel twin team, which led after the first trial, has dropped back to second place owing to heavy penalizations in the second. The Harley-Davidson team, which was in second place after the first trial, has dropped back to fourth, owing to penalizations, and the absence of one of its members in the second through illness. No substitution of team members is allowed, so that if a team loses a man it must continue with its original remaining men, which, of course, puts it hopelessly out of the running. The Merkel single team, which was in third position, had a good run of luck in the second trial, coming through with the lightest penalizations, and now is the leading team. Although the N. S. U. team, which was fourth, lost a man, it managed to climb up a place in the second trial, and now stands third, just beating out the Harley-Davidson crew. The Indian team practically is out of the running, as only one of its members competed in the second run, and he did not finish.

In the club team competition there are but two teams, both representing the promoting club. The Merkel team has a big lead over the Indian team in the contest for the club trophy. In the second trial Ashley and Buckingham were penalized in the Ft. Lee hill-climb test, and Schultheis, Wood and Fisk were late at controls. The results in detail are given in the tables.

Individual Scores.

Rider and Machine.	Points.
A. Hoffman, 6 Merkel	1000
D. Molin, 4 N. S. U	1000
J. B. Meinell, 4 Merkel	1000
J. Siemsen, 7 Merkel	1000
L. Wagonblast, 6 Merkel	1000
O. Krause, 4 H-D	1000
C. Beuchner, 4 Merkel	1000
F. Voelker, 3½ N. S. U	1000
C. Stevens, 4 H-D	1000
A. E. Fisk, 7 Yale	996
Wm. Wood, 4 N. S. U	990
L. Schultheis, 4 Merkel	990
J. Buckingham, 4 H-D	975
G. A. Ashley, 6 Merkel	950
Fred Wise, 4 H-D; V. Nydrle, 3½ Indian; M. P. Sullivan, 6 Thor; H. W. Moultrie, 7 Merkel; S. Levin, 5 Indian; L. Arnson, 4 H-D	Out

"Same-Make" Teams.

Merkel (Class A Singles).

Rider.	1st Trial.	2nd Trial.	Total.
J. B. Meinell	1000	1000	
L. Schultheis	1000	990	
C. Beuchner	975	1000	
	2975	2990	5965

Merkel (Class B Twins).

A Hoffman	1000	1000	
J. Siemsen	988	1000	
G. A. Ashley	1000	950	
	2988	2950	5938

N. S. U. (Mixed Team).

D. Molin	1000	1000	
Wm. Wood	1000	990	
H. Krackawitzer	973	....	
	2973	1990	4963

Harley-Davidson (Class A Singles).

O. Krause	985	1000	
J. Buckingham	1000	975	
S. B. Thorpe	1000	....	
	2985	1975	4960

Indian (Class B Twins).

F. J. Dreier	989	....	
M. E. Toepel	958	....	
S. Levin	864	Out	
	2811	....	2811

Club Team Competition.

M. T. C. N. Y. Aff. (Merkel)	5938
M. T. C. N. Y. Aff. (Indian)	2811

Streiff Ready for Long European Tour.

William Streiff, who sailed on the Olympic on June 27th, is now in London making preparations for his motorcycle tour of Europe. Streiff is riding the same N. S. U. on which he made the trip from New York to San Francisco last fall, and will go to Liverpool from London, then crossing St. George's Channel to Dublin, Ireland, and touring the southwestern section of the Emerald Isle, visiting Blarney Castle, Tipperary and the Lakes of Killarney. The beautiful country "Where the River Shannon flows" will be passed through and a stop will be made in Belfast, then going into Scotland and stopping at Edinburgh, Glasgow and other cities. The next objective point will be Hamburg, Germany; Berlin, Bremen and Hanover. Stops will be made at Neckarsulm, where the N. S. U. factory is located, and also at the home of the Bosch magneto, in Stuttgart. The itinerary then leads through the Rhine country, Holland, Belgium and France, thence southward through Switzerland to Italy, visiting Turin, Genoa, Venice, Rome and Naples, sailing for home from the latter city. Streiff is accompanied by J. Esler, of Quincy, Ill.

CHAPPLE EASILY BEATS WOLTERS

Wins Special Match at Riverview—Graves Lands Two Firsts and, Incidentally, Humbles Balke.

More cannon ball speed dashes were served up to a big crowd at the Riverview Motordrome Sunday, 30th ult. There was a little variety to the session, however, in that M. J. Graves assumed the leading role and pulled the first place cash to his pockets twice during the evening. He captured both of the "pro" events at five miles each, one being run solid and the other in heats. The "Yellow Dogs" drew another bone from the money pile when Chapple won his match with Wolters. Matthews beat Bethke and DeSalvo in the trade rider inning.

Mitchel and Graves were the heat winners in the first "pro" event, the heats being at three miles. Incidentally Mitchel showed Balke the way home, which might be taken either way, but at any rate, it's a rare thing for Mitchel to do. Graves beat Chapple in the second heat. Both heats were run in the same time, 2:15 flat. In the final it was the usual elbow rubbing match between Graves and Balke while skating around at 80 miles per, and Graves won by a few inches. Mitchel was third. The next five-mile "pro" was run in one heat. After four miles of hammer-and-tongs work Balke blew a tire and tumbled, resulting in Graves pocketing the race, Mitchel running second. Balke had his usual luck with him and received a few scratches. Chapple beat Wolters in straight heats in a two-mile match. Summary:

Five-mile amateur—Won by Wessell (Indian); second, Williamson (Excelsior); third, Mitchell (M-M). Time, 5:44⅘.

Five-mile professional—Won by M. J. Graves (Merkel); second, Charles Balke (Indian); third, Arthur Mitchel (Merkel). Time, 3:45⅗.

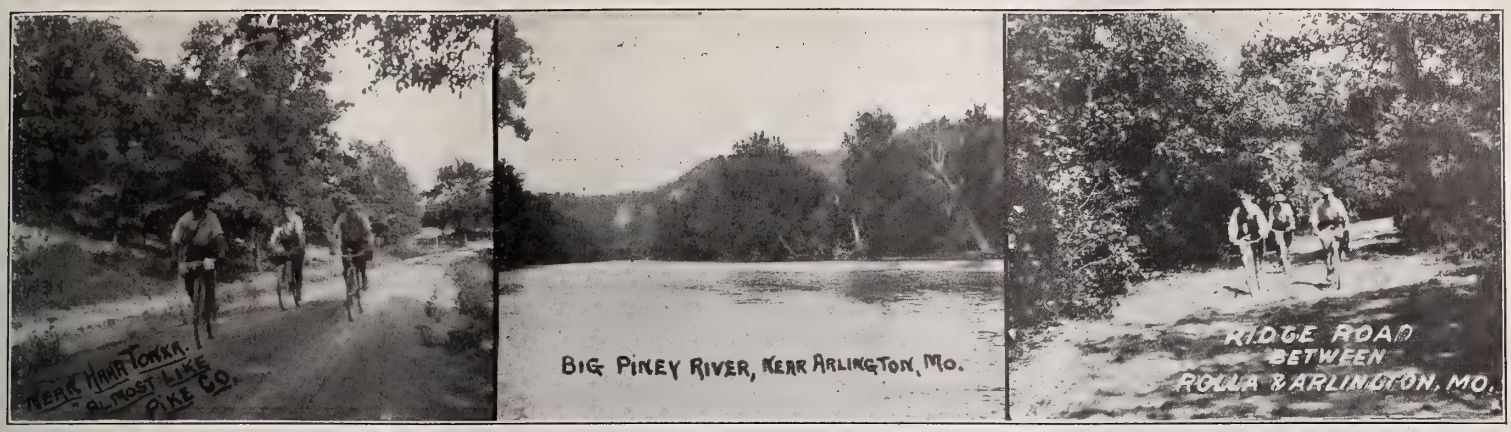
Five-mile open, trade riders—Won by E. T. Matthews (Thor); second, Bethke (Thor); third, J. DeSalvo (Excelsior). Time, 5:24.

Special match, A. G. Chapple (Merkel) vs. Joseph Wolters (Harley-Davidson). Two-mile heats, best two out of three—First heat won by Chapple. Time, 1:38. Second heat and match won by Chapple. Time, 1:37⅕.

Five-mile professional—Won by M. J. Graves (Merkel); second, Arthur Mitchel (Merkel); third, J. Wolters (Harley-Davidson). Time, 5:29⅘.

Webster to Promote Races at Lorain.

According to present plans Lorain, O., is to have a big motorcyle race meet at the local driving park on Saturday, 12th inst. Dr. A. M. Webster, the leader of the local riders, is chief engineer of the meet and expects to draw riders from all parts of the State.



CYCLING ACROSS THE STATE OF MISSOURI

By R. M. B. Tidd, C. L. Barr, F. A. Gipperich, Carl Lindenschmidt and O. B. Henry.

To those who may be interested enough to read this article, it might be desirable to state that a tour through Missouri is not anything like a tour through New York, New Jersey, Connecticut, or Massachusetts, nor can it in any way be compared to such a tour. While the scenery and natural beauties may be as good, and in some instances better, 50 per cent. of the roads are "natural" roads, over which five or six miles an hour is considered phenomenal time. By "natural" roads is meant unfenced roads—never graded—roads made by the pioneers in Daniel Boone's time. There are no sign boards and hundreds of forks branch off the main roads, which makes it very hard for the tourist to make good time. The road mainly followed by us was the old Springfield State road, made famous by "prairie schooners" long before the war. On over one-half of this road a bicycle track had never been seen prior to the advent of our party.

The "Cross Missouri" squad, accompanied by eight other members of the St. Louis Cycling Club, left St. Louis on Saturday, July 8th, at 5 p. m., heading southwest toward Joplin. The first 24 miles to Ellisville, over beautiful roads, was covered without any untoward incident, the supper stop being made at this point. After supper, it being a beautiful moonlight night, the tour was continued for 14 miles further, to Pacific, which we had selected as the stop-over for the night.

Sunday morning dawned clear, with indications for a hot day. We were ready, however, for the "real start." I say real start, because Pacific is within the good-road boundary, where it is no trick at all to ride 100 miles per day. The boys who had accompanied us this far now turned back to St. Louis. We got away at 7 o'clock, via Gray Summit and Union.

As the "jinx," in the shape of Carl's hat, was in attendance, R. M. B. Tidd did his usual stunt, getting a puncture at Gray Summit. Likewise did Gipperich lose two nuts off his Troxel saddle. After leaving Union, Tidd, with his 185 pounds, got another puncture, thereby causing delay, so that we just got to St. Clair in time for dinner. After a good dinner Tidd proceeded to get another puncture before he started, but we finally got away at 2



AN "OASIS" NEAR ST. JAMES, MO.

o'clock. The "jinx" now came into evidence again, as rain got us between Anaconda and Stanton, forcing us to bump the railroad ties for about a mile, where we run out of the rain belt. We incidentally got two more punctures while on the tracks. After about 16 miles at four miles per hour we finally managed to reach Sullivan in time to satisfy our well-earned appetites with a good and generous meals, seasoned with the services of a pretty waitress. Comments: Mr. Tidd lost 15 pounds of his 185. It being the first day of real riding we were all good and tired, and slept the sleep of the just. Mileage to this point was 84., 40 of them over good roads and 44 over miserable roads.

After an excellent breakfast at Sullivan we got away for an early start, heading for Leasburg and Onondaga Cave. We arrived at Leasburg, a distance of 15 miles, at 10 o'clock on the morning of July 10th, and were informed that a nice, fine road, five miles long, led down to the Meramec River and the Cave. Accordingly we figured that we could get down to the Cave, get dinner, go through the Cave, and get back to Leasburg in time to take the road to St. James, where we expected to stop overnight. However, the fates were against us. We rode down to the Cave in an hour and a half, over a road that was ridable, but not within 1,000 per cent. as good as represented. There is a salubrious beverage emporium in Leasburg that we must not forget to mention, where Budweiser sells at 12½ cents the bottle on a cash basis, as a prominent sign says: "No credit, you are in the wrong department, take the elevator." This inebriating fluid caused Barr to open up his brake on some of the hills, and when warned of the indiscretion, replied: "Remember, boobs, I have a 'tried and true' bicycle equipped with a Morrow brake, and they never fail me in the time of need." We wormed our way on down to the Cave. Henry tried to climb as many hills as Gipperich, but almost lost his cork.

The location of the cave is beautiful, and the people running the hotel were very hospitable and correspondingly nice to us. A sign startled us with the words, "Admittance to the cave $1.00." This scared us for a moment, as we had no idea the trip through the cave was worth that much. However, two St. Louis boys, who had just finished a trip through that morning, told us not to miss it for anything, so we took their word for it and, after a good chicken dinner, followed the little, wiry Mexican who acts as guide, into the cave. Jackson is his name. It was 1 o'clock when we went in.

To describe this trip and the cave's beauties, formations, and chambers, is impossible. To be brief, we got into a boat and

were piloted along an underground river averaging about 10 feet in depth and a quarter of a mile in length. It was not wide enough to use oars, so the guide stands in the front end of the boat and, with his hooked pole, grabs the projecting rocks and stalactites, pulling the boat along. The water is absolutely clear and with the light you can see everything on the bottom. The guide was the proud possessor of a pair of gold earrings and we curiously asked him why he wore them. He evaded the question, but substituted a history of his life. At the end of the underground boat trip we entered the cave proper and traveled about three miles through various rooms and chambers. In some of the rooms the roof is 100 feet high, and it is too severe a test of friendship to ask you to believe all we could tell about the beauties and wonders of the formations. There is an underground stream in the cave fifty feet below the one by which we entered, large enough to propel boats on. This stream flows due north, while the first one flows southeast. There is a water fall that drops 100 feet to the lower stream. There is also a chamber called the ballroom, measuring about 300x 50 feet. The floor is smooth and formed of solid onyx and the roof is about 80 feet from the floor. On the side of this room a ledge protrudes, which, by the aid of imagination, resembles a band stand. All we needed to have a ball were the girls, for the guide played the music by drawing a piece of iron over different sized stalactites. In some of these places old Jackson would become enthused, select a rostrum and assume the pose of Patrick Henry, then he would roll forth a flow of oratory that would make the original P. H. blush with shame. After four hours of continual walking and exploring we emerged from the cave at 5 o'clock. The temperature in the cave makes it cold enough to see your breath.



ENTRANCE TO ONONDAGA CAVE

We found that it was too late to start on our trip to St. James, so prepared to spend the night here. After a canoe ride and a fine swim in the Meramec River we ate a satisfying supper and repaired to the pavilion for bed. There were plenty of mosquitoes and they were very hungry. Comments: Every one in good condition except Henry; we hoped he would live till we got to a railroad station. Barr thought he was not tired and expressed the wish that he had a 96 gear, so he could get some exercise on the hills, saying that the little gear (68) makes his feet dizzy. Mileage to date 104.

After a fair breakfast and the usual tinkering with the bicycles we got under way from Onondaga Cave and headed for St. James on Tuesday, the 11th. After an hour's ride we arrived at Leasburg. Thence to St. James via Cuba. We found the roads to be in excellent shape and struck St. James at 12:10, with everybody feeling fine. Just as we sat down to dinner a rain blew up and it continued to pour down for about an hour and fifteen minutes. Although the indications were bad, and in spite of the urgent entreaties of the proprietor of the Commercial Hotel, we started for Rolla at 2:45. After riding four and a half miles on the railroad track we ran out of the rain belt and took to the main road again, arriving at Rolla at 4:30, where the bunch immediately tried out five pineapple sherbets, and we all declared that St. Louis never made the equal of these sherbets. The editor of the Rolla paper discovered us on the outside of the drug store and promptly interviewed us on our trip. Arlington being only about 15 miles distant we decided that we would try for that place for supper, intending to go by way of Newburg. When we got within two miles of Newburg, where the two roads branch, a council of war was held, it then being 6:30 and a big bank of clouds showing up in the southwest.

However, the vote was to go on towards Arlington, six miles distant. This we did, following a fine ridge road, arriving at Arlington at 7 o'clock, just ten minutes before the rain struck the town, and it certainly did rain. Our only regret is that it did not rain hard enough to wash the Arlington Hotel into the Gasconade River. Our hopes for an early start next morning were shattered. As we were all very hungry we ate everything they put before us that night and hoped for more in the morning. Comments: Roads were fine considering what we had expected. We were interviewed at St. James by the editor of the great local paper. Note: We feel that it is our duty to tell that Tidd has in his possession one article which he treasurers above all others. No, it is not the picture of his wife, nor the Holy Bible, but a pink embroidered nightgown.

We have had no breakdowns and no tire trouble for two days. Each of the members rides a Pierce bicycle, with 68 gear.



A FIVE MILE STRETCH NEAR CUBA, MO.

(To be continued.)

ANNUAL BATH RUN OF CYCLISTS

Eastern Division C. R. C. A. Go to Woodland Beach—Century Run Planned for Early in September.

With 26 riders in line, the Annual Bath Run of the Eastern Division, C. R. C. A., started from Columbus Circle, New York, at 9 a. m., Sunday, 30th ult., and proceeded to New Dorp and Woodland Beach, Staten Island. A number of the fair sex also took part, among those present being Miss Cooley, Sr., Mrs. A. R. Cooley, Mrs. J. M. Mitchell and Mrs. E. Schuber. After lunch, in which 33 participated, the ball game scheduled between the C. R. C. Association team and Acme Wheelmen was called. The latter team not being at hand, a team composed of members of New England Wheelmen was lined up and a five inning game, resulting in a score of 7 to 1 in favor of the Association, was played. Batteries: Association, J. Daly and Bill Lexow; N. E. W., B. Baker and F. Hindman. Immediately following the game all proceeded to the beach, where a thoroughly enjoyed two hours were spent in the surf. In response to the captain's whistle the return trip was taken up at 5:15, arriving at the city terminal of the run at 7 p. m.

The next run of the Eastern Division is scheduled for Sunday, 13th inst.; in the morning going to College Point and thence to the B. B. C. Bleck's picnic in Astoria for the afternoon.

Another run also contemplated to take place probably the latter part of September, calls for a trip of 100 miles on a 12 miles per hour schedule, with five checking stations. A point system will be scored in which points will be credited or deducted; consistent riding, conformation to the schedule, etc., will count in the scoring.

Amateurs to Battle on St. Louis Track.

Sanction has been issued by the National Cycling Association for three amateur bicycle races at the New Priester's Park, St. Louis, Mo., on Saturday, 19th inst. The events will consist of a half-mile open, and one and two mile handicaps, respectively. Several of the "old guard" of St. Louis cyclists are lending their efforts toward the success of the meet, which will be part of the entertainment at the Royal Arcanum carnival.

Marion Plans Big Race for Labor Day.

So well received was its little two-inning speedfest at the Grant county fair on Saturday, 29th ult., the closing day, that the Marion (Ind.) Motorcycle Club has decided to stage a full-fledged, free-for-all speed show at the same stand on Labor Day. The track is a half-mile circular dirt course and is said to be unusually fast. Merchandise costing two hundred and fifty of Uncle Sam's silver fly wheels will be given as prizes, and among the stars who it is claimed positively will appear are Erwin Baker, of Indianapolis, known as the "motorcycle Barney Oldfield," and Thurman Constable, of Union City, who is hot after Baker's crown. There will be six races on the card, including time trials and a match between Baker and Constable.

Cyclists Held Up in Los Angeles.

That the bicyclist is not always safe in depending upon the speed of his machine was shown in Los Angeles the other day, when Mexican highwaymen held up and robbed two bicyclists on a country road just outside the city limits. The robbed pair were P. J. Bodkin and Stephen Oliver. The thugs got a watch and $20 from Bodkin and a purse containing $5 from Oliver. The victims were riding at a swift pace when the robbers jumped out from behind a tree and displaying revolvers ordered the riders to stop. The taller of the pair told Bodkin that they were police officers investigating the theft of several machines. The pair then examined the machines of Oliver and Bodkin, and at a given signal felled the two bicyclists to the ground and robbed them.

Roller Trainer Races at Rockaway.

New York and Brooklyn amateur bicycle riders will have an opportunity to display their talents in the near future on roller trainer machines at Rockaway, L. I. Eddie Goodwin, the crack Irish-American A. C. cyclist, has the arrangements in charge, and is now having the rollers overhauled and finished in the club's colors. He is also out with a standing challenge to ride a match race against any amateur in the vicinity. A series of races is proposed to run through a season of six weeks.

Bert Banden Injured at New Haven.

In the try-outs, before the races, on the Lighthouse track, New Haven, on Thursday evening, 27th inst., Bert Banden, of Hartford, as the result of a mix up, was thrown from his wheel and struck the fence. Several stitches had to be taken in his head and he is suffering from a slight concussion.

Conover Wants His "Vacation" Canceled.

L. D. Conover, of Middletown, N. J., who was granted a six months' competition vacation by Chairman Thornley last week for failing to ride at the Asbury Park (N. J.) motorcycle meet on July 4, as per his signed entry blank, may have his sentence revoked if it is found that the defense which he has filed holds gasoline.

DeRosier Makes New World's Records.

London, August 4.—In time trials at Brooklands track to-day, Jake DeRosier, riding Indian No. "21," bettered two world's records. He covered a kilometer in 25½ seconds, and a mile in 40⅗ seconds. The present records are 25⅗ seconds for the kilometer, and 41⅕ seconds for the mile.

GOULLET NIPS KRAMER AT THE TAPE

Long Markers Take Handicap—Collins Hangs Up New American Paced Hour Record.

Champion Frank Kramer gave further evidence of his being rather off form yet, when Alfred Goullet beat him to the judge's eye, Wednesday night, 2nd ist., in the one mile open professional. The champion had a grueling race all the way, as it was necessary for him to outride, first Krebs and then Macfarland, when attempts were made to pocket him. Kramer got going well in the back stretch of the last lap and looked a winner coming into the stretch, but Goullet was riding like a fiend and going strong all the way, while the champion seemed to falter, whether from weakness or thinking he had the race safely won, is hard to determine, so that Goullet got the decision, the difference at the tape being inches only.

Elmer Collins, the premier American pace follower, put up one of his very best performances with Charley Turville up in front in the hour motor-paced race, and consequently established a new record, beating the former mark by a little over two miles.

Summary:

Two mile handicap, amateur—Won by C. F. Ericson (85); second, Alvin Loftes (scratch); third, Paul C. Heidrich (60). Time, 4:08⅗.

One mile open, professional—Won by Alfred Goullet; second, Frank L. Kramer; third, John Bedell; fourth, Joseph Fogler; fifth, Fred Jones. Time, 2:06⅕.

Special match race, professional, one mile heats, Jumbo Wells vs. Jay Eaton—Won by Wells; time first heat 3:20, second heat 3:24.

Three mile open, amateur—Won by Frank Cavanaugh; second, Alvin Loftes; third, Chester Smith; fourth, Paul C. Heidrich; fifth, Gus Wohlrab. Time, 6:36.

Two mile handicap, professional—Won by Pedlar Palmer (190); second, Jacob Magin (180); third, David Mackay (230); fourth, Wm. Morton (255); fifth, Chris Schiller (215); sixth, Saxon Williams (250). Time, 3:43⅗.

One hour motor-paced race, professional—Won by Elmer Collins; second, Percy Lawrence. Distance of winner, 44 miles 686 yards. New American record.

Kipp Injured at Winnipeg Meet.

According to brief telegraphic despatches from the West, Herb Kipp of Toronto, the Canadian motorcycle champion, came to grief in a race at Winnipeg, Manitoba, the other day, sustaining injuries which necessitated his removal to the hospital. Kipp is an Indian rider and son of H. M. Kipp, of Toronto, the Canadian representative of the Hendee Manufacturing Company, Springfield, Mass.

WORLD TOUR FOR CYCLING CRACKS

New Era in Cycling Sport to Open Next Christmas—Even Kramer May Go Abroad.

With the finish of the New York six-day race in December ten of the leading American cyclists will at once set forth on a tour of the world, which will include in its schedule further six-day racing at Berlin and also at Melbourne and Sydney, Australia. Already the final touch to the arrangements has been completed by Floyd MacFarland, and it is the confident expectation of all cycle enthusiasts that when the riders start from New York City Christmas week on their world circuit, a new era will be revived in the sport which will outrival anything it ever knew, even in its palmiest days.

The speed artists who will represent the United States abroad will be Jackie Clark, Iver Lawson, Joe Fogler, Eddie Rott, Al Goullet, Paddy O'Sullivan Hehir, Elmer Collins, Jimmy Moran and Willie Fenn. Following the six-day struggle in the German capital will come a week of sprint racing. A fortnight's rest will then see the riders in the six-day Australian contests, at the close of which the outdoor season will be at hand and the globe girdlers will resume their circuit, arriving back in New York about May 1, 1912.

Without doubt this will be the greatest and by far the most remunerative trip ever planned for cycle speedsters, and Floyd MacFarland, who represents both the European and Australian promoters, in discussing the matter, stated that he is going to take with the party Major Taylor, the famous colored rider, who intends to ride in New York at the close of his Australian engagement.

Australian promoters, however, are particularly anxious to secure Frank Kramer, and have made the American champion a good offer, but according to all rumors the peerless one has declined their enthusiastic overtures and is holding off for greater money. Commenting on Kramer's attitude, MacFarland expressed the belief that the promoters would eventually comply with the champion's terms.

For the other riders, money will also abound; for in the three six-day races alone there will be $42,000 set up. The Berlin race is worth $12,000, and each of the Australian races is worth $15,000. Besides these, the "Sydney Thousand" is to be revived and this will add $5,000 to the total purses. What is still more to the financial point, many a rich purse will be hung up in the Australian tour.

Particular interest, however, centers around the prospects of getting Kramer and Taylor to ride against Clark, Goullet, Hehir and the local Australians, which, it is believed, will give an impetus to the sport that will carry it far beyond anything it ever realized.

The Australian promoters are the J. D. Williams Amusement Company, which is incorporated for $1,000,000. August Holcher, who ran the six-day race in Berlin, will manage the European end of the tour. The riders are all extremely enthusiastic over the prospects and are anxious that Kramer sign, because the champion would naturally prove a big drawing card in the contest, and his appearance would practically assure the backers of financial success. In this event the affair might become an annual one.

Attendance Report of the Crescents.

The report of the standing of the members of the Crescent Bicycle Blub in run attendance up to the first of the month shows that the lead is still held by A. Leimbach and Charles H. Thoms, each having 90 points. Second position is held by William Leimbach and Fred M. Sanborn, each with 85 points. The standing of the leaders follows: August Leimbach and Charles H. Thoms, 90 points each. William Leimbach and Fred M. Sanborn, 85 points each. Langdon M. Sanborn, 76; Alfred J. Baker, 65; Thomas W. Baker, 60.

The Crescents held their semi-annual election of officers at the last meeting on July 6, and the following were elected officials for the next six months: President, J. Fred Huber; vice-president, August Leimbach; secretary, Thomas W. Baker; treasurer, Charles H. Thoms; captain, Thomas W. Baker; color bearer, Alfred J. Baker.

Two members, Fred M. and Langdon Sanborn, recently took a trip to Atlantic City and return. They left June 25 for York, Pa., via Hanover, reaching there the same day, after riding one hundred and five miles. June 26 they journeyed to Philadelphia, a distance of 102 miles. The next day was spent in sight seeing in the city of Brotherly Love, but in this way they rode twenty-five miles. June 28, the cyclers rode from Philadelphia to Atlantic City and return, completing 140 miles for the day, and June 29, they rode to York, Pa., a distance of 101 miles. June 30th was spent in York, and the return to Baltimore was made July 1, on which date 101 miles were ridden. The two riders reported a mixture of good and bad roads, but an enjoyable time was spent. The run of the Racycle Bicycle Club on Sunday the 9th inst., was held over the Shell Road to the home of John Sealover, where the members participated in a baseball game.

Automobile Signs Help Motorcyclists.

Motorcyclists all over the state of Maryland will be greatly benefited by road signs which are being put up by the Automobile Club of Maryland. The sign campaign is being carried out all over the roads, giving directions for tourists, in regards to the best routes and when and where to slow up or run carefully.

WALKER TOO MUCH FOR LAWSON

Riding From Scratch the Swede Cannot Catch His Opponent—Samuelson Beats Pye in Paced Event.

Gordon Walker proceeded to put a crimp in Lawson's winning streak by sprinting two laps and leading all the way in the premier event, the two mile "pro" handicap, last Tuesday, 1st inst., at Salt Palace saucer. With their work cut out for them the back-markers were kept busy all the way by a big combination out front, but once in sight Walker broke away and carried Hehir and Lawson with him over the tape for the money.

The five-mile motorpaced race went to Samuelson after a classy ride, with Pye second, and Mayer, scratch, took the mile amateur handicap from Gemple, a 60-yard man. Summary:

Half-mile open, amateur—Won by Colvin; second, Mayer; third, Huey. Time, 1:00⅗.

One-mile handicap, amateur—Won by Mayer (scratch); second, Gemple (60); third, Smertz (scratch); fourth, Givlin (85). Time, 1:57.

Two-mile handicap, professional—Won by Walker (20); second, Hehir (scratch); third, Lawson (scratch); fourth, Anderson (50). Time, 3:47⅗.

Five-mile motorpaced race, professional—Won by Samuelson; second, Pye; third, Wilcox. Time, 7:11⅘.

Bicycle Thieves Come to Grief.

What is believed to have been an organized system for stealing bicycles was unearthed when seven boys, said to belong to a gang known as the "Dirty Dozen," were placed under arrest by five patrolmen of Indianapolis recently. It appears the boys, who range from 13 to 15 years in age, have picked up a number of wheels and would then sell the parts, such as tires, coaster brakes, etc., separately through the medium of a janitor in a local Y. M. C. A., who also was arrested for receiving stolen goods. After a hearing in police court their cases were continued.

In another instance, at Bayshore, L. I., summary justice was dealt out by the rightful owner, who, with a friend, had left his mount at the curb and entered a shop. On coming out a few minutes later he saw his wheel just disappearing up the street propelled by one who was apparently in considerable haste. Borrowing another wheel he darted after his property and overtaking the thief outside the village, waited until his friend arrived on the scene and both then proceeded to administer punishment that no doubt had a more salutory effect than a mere fine or term in jail. At least the offender has not been very much in evidence since he received the deserved beating.

CLARK DAY AT NEWARK VELODROME

Goes Around Kramer in Match Race and Wins Three-Mile Open—Loftes Leads Cavanaugh in the Amateur.

With a race just to his liking, but at one time in considerable jeopardy, owing to unfortunate pick-ups on the part of his pacemakers, Jackie Clark managed to put another one over Champion Kramer at the Newark Velodrome last Sunday afternoon, the 30th ult., before a crowd of 7,000 in attendance. Incidentally, Clark added a fitting climax to the day's work and completed the lustre of his send-off on a month's visit to Salt Lake City, where he is to ride, by pulling down the three-mile professional open, after he was apparently securely pocketed, two laps from home.

The match race really was two races, as Kramer punctured after riding the first mile, and then made another start for a four-mile finish. Clark got away first on both starts and his string of pacemakers, conceded to be the better, made the going fast by changing every few laps, coming into the first lap of the final mile with Fogler pulling Clark and Fenn following close up with the champion on, Fogler appeared to slow and Clark wobbled. Fenn rode wide and Kramer bumped into his pacemaker's rear tire and rode high on the track, thinking he had punctured. Finding his wheel all right Kramer started with one of the best pulls of the entire race from Fenn, to overhaul Clark, which, with Pedlar Palmer in front, he managed to do just two laps from home. At this point, owing to slow pick-ups by Clark's pacemakers, Macfarland, who, as ever, was more than busy on the managerial end, and Percy Lawrence, who apparently could not get going, the Australian found himself in a bad way when Palmer, going strong, went by with Kramer on for dear life. By swinging over quickly Clark hooked the champion's wheel and thereby saved his chances in the race. At the bell Eddie Root took up the work for Kramer, but now both riders were at it hammer and tongs on their own abilities. Going down the backstretch Clark came up abreast and then shot ahead coming into the homestretch and leading over the tape by 25 yards, Kramer having put out the best there was in him to overtake Clark after his unfortunate rub on Fenn's tire.

Worthington L. Mitten got the jump on the back stretch in the two-thirds-mile handicap, and although Fogler tacked on he was unable to go by, Mitten leading to the tape, with John Bedell third.

Frank Cavanaugh attempted to go all the way two laps from home in the five-mile amateur open, but Alvin Loftes tacked on, sleigh riding to the back stretch and leading Cavanaugh over by 10 yards.

Stanley Carmen, riding from 75 yards, also showed Cavanaugh (scratch) the way in the one-mile amateur handicap; Louis Cone, third, and Loftes, also from scratch, fourth. Summary:

Two-thirds-mile handicap, professional—Won by Worthington L. Mitten (50); second, Joe Fogler (5); third, John Bedell (20); fourth, Walter De Mara (40); fifth, Fred Jones (60). Time, 1:14⅘.

One-mile handicap, amateur—Won by Stanley Carmen (75); second, Frank Cavanaugh (scratch); third, Louis Cone (115); fourth, Alvin Loftes (scratch). Time, 1:57⅕.

Two-mile novice—Won by Jesse Pike; second, John Gioletto. Time, 4:47.

Two-mile invitation, handicap, professional—Won by Menus Bedell (60); second, Pedlar Palmer (100); third, Eddie Root (scratch); fourth, Percy Lawrence (70); fifth, Ernest Jokus (90). Time, 3:55.

Five-mile open, amateur—Won by Alvin Loftes; second, Frank Cavanaugh; third, William Pettit; fourth, Chester Smith; fifth, Carl F. Ericson. Time, 10:58.

Five-mile human-paced match race, professional—A. J. Clark vs. Frank L. Kramer—Won by Clark, paced by Fogler, Macfarland, J. Bedell, Lawrence, Hill; Kramer paced by Fenn, Root, Wells, Palmer and Krebs.

Three-mile motorcycle race, professional—Won by Jimmy Hunter; second, Carl Ruden; third, Charlie Turville. Time, 3:30⅖.

Three-mile open, professional—Won by A. J. Clark; second, Joe Fogler; third, Menus Bedell; fourth, Willie Fenn; fifth, Fred Jones. Time, 6:02⅖.

Handicaps Too Big for Jackie Clark.

Fred Hill won the two mile invitation professional at the Lighthouse track, New Haven, on Thursday evening, the 27th inst., and Pedlar Palmer, riding from the 65 yard mark, easily took the half-mile professional. Clark was shut out in this race and did not finish in the money. Clark, however, scored in the ten mile open, beating out Hill and Root for first money. Punctures were added starters in the ten mile open, Kramer and several others suffering. The summary:

One mile amateur handicap—Won by F. McMahon (100 yards); second, J. Miller (scratch); third, J. Grillo (10 yards). Time, 2:14.

Two mile amateur, open—Won by J. Miller; second, J. Grillo; third, A. Gruntsman. Lap prize won by O. Ives. Time, 4:43.

Half-mile professional handicap—Won by Pedlar Palmer (65); second, Jumbo Wells (65); third, Clarence Cannen (100); fourth, Oscar Schwab (50); fifth, E. Jokus (85). Time, :54.

Two mile invitation, professional—Won by Fred Hill; second, Eddie Root; third, Floyd Krebs; fourth, Percy Lawrence. Time, 4:37.

Ten mile open, professional—Won by A. J. Clark; second, Fred Hill; third, Eddie Root; fourth, W. DeMara; fourth, Jumbo Wells. Time, 22:00⅗.

LAWSON WINNING AT SALT PALACE

Shows Class in Match with Hehir, Also Takes Two-Mile Handicap—Drobach and Wright Take Pursuits.

Riding close to that form for which he has an enviable reputation, Iver Lawson put over two straight on Paddy Hehir at Salt Palace track, Salt Lake City, on the 28th ult., in their one-mile match race, human pace. And again in the two mile professional handicap did he show class, albeit a friendly pull or two was required to place him within striking distance of the big combinations that were manifest early in the race out in front. After a last long pull by Gordon Walker, in which a half-lap gap was closed in three laps riding, Lawson caught the bunch and without slowing went on around and set sail for home, coming down the stretch without a challenge, thus putting up by far his best ride in an open race this season.

That pursuit riding also has its charms for the spectator was evidenced by two races of the sort on the card. One, a match race, in which Phil Wright demonstrated his superiority over Lloyd Thomas, and the other of the Australian variety. After the elimination of the intervening riders Peter Drobach and Norman Anderson settled down to a duel on about even terms. The Dane started in to make short work of it, but to the surprise of all Drobach unwound just when he appeared to be in danger, and kept going until he had Anderson in sight, then after a slight slowing down he proceeded to take Anderson's measure with a sprint worthy of a quarter-mile open. Summary:

Half-mile handicap, amateur—Won by Kramer (65); second, Givlin (65); third, Washington (120). Time, 55⅖ seconds.

Match race, human paced, one-mile heats, Iver Lawson vs. Paddy Hehir—Won by Lawson in straight heats. Time, 2:06⅘ and 2:08.

Australian pursuit, professional—Won by Peter Drobach; second, Anderson; third, Halstead; fourth, Crebs. Distance, 3 miles 5 laps. Time, 7:40.

Match race, unlimited pursuit, Phil Wright vs. Lloyd Thomas — Won by Thomas. Distance, 1 mile 4 laps 10 yards. Time, 3:00.

Unknown distance race, highest total lap prize, amateur—Won by Smertz; second, Mayer; third, Meredith; fourth, Watson. Distance, 5 miles 1 lap. Time, 11:33⅗. Gemple won lap prize.

Two-mile handicap, professional—Won by Lawson (scratch); second, Wright (70); third, Thomas (110). Time, 3:49.

The motorcycle club spirit has invaded Bloomington, Ill., with the result that that place now boasts of a new organization—the Blomington Motorcycle Club.

New South Wales Will Try to Revive Bicycle Racing

SO utterly gone and forgotten were the Austral and the Sydney Thousand past glories of cycle racing when the Wheel Races were names to conjure with, that the proposal to resuscitate the sport after only a few years of quiescence, produced a ripple of surprise—surprise to a number of the newer generation to whom the recollections of "big cycling" were but a faint echo. Still there seems to be an awakening; many old wheelmen, quite dissociated from the remnant of the old league, but who had a deal to do with the sport prior to the ultra-professional era, have given voice to their belief in the vitality of cycling in its several phases, and have said, truly enough, that the sport of the wheel is as good as it ever was, and to make it as attractive and interesting that it will draw the thousands that it once did, only requires to be carefully nursed, skilfully handled and judiciously managed. Certainly the wheel stands to-day as it ever stood; cycle racing is only what we make of it; and to say that wheel racing is not interesting, is not to put the blame on the right shoulders.

Curiously enough, almost at the same time the revival of professional racing was talked of, a few amateurs, members of the now defunct association which superintended that branch of the sport, interested the Victoria Amateur Athletic Association to such an extent that that body agreed to institute a "Cycling Section," and place it under the supervision of a sub-committee. There are quite a number of old cycling enthusiasts in Melbourne alone, who hold to the belief that if cycle racing is to be resuscitated in Victoria, it must be through amateurism. Such a thing is not improbable, but it would have to be conducted on very strict lines, and doubts are expressed as to whether the V. A. A. A. is strong enough to command the attention and confidence of the sports-loving community. In New South Wales, the neighboring state, amateurism flourishes like an amaranthine plant; it was not scorched in the burning professional years and to-day it has the best following throughout the commonwealth. That is to say, there is more interest taken in cycling, in the amateur cycle racing in New South Wales than anywhere else in Australia.

Regarding professionalism in New South Wales to-day, it may be said to be as far, if not further advanced than in any other state. It is true, that Victoria has had the Austral Meeting annually, but its great traditions have not been upheld of late years. The management has seen fit to include in the program such extraneus spectacular shows, as a simultaneous pigeon fight—pretty enough for children only; an exhibition of areoplanes—which was a rank failure, and yet again, an attempted flight by an aeroplanist that ended disastrously. The Austral, with its prize money of "one-tenth of the gross receipts!" with a minimum of $500, has lost much of its attractive force. In Sydney, however, a series of small but fairly successful meets has been held, but this week it is announced that the local league has granted patronage to a big meeting to take place in November, the prize money allotted aggregating $2,500. Almost simultaneously with this announcement a letter was received from Floyd Macfarland, stating that he, A. J. Clark, Major Taylor, Iver Lawson and others, are preparing to pay a flying visit to Australia from January to March next, providing substantial prizes are offered for competition. Both of these announcements combined have aroused considerable interest, and it may be the turning point from a long and dull period.

The schism in the professional ranks in Victoria still continues. The League of Victorian Wheelmen, whose fortunes are now controlled by R. McCullagh, secretary of the Melbourne Bicycle Club and the Austral, is fighting for existence against the Victorian Cyclists Union which, though really active, has little standing, there being no one of influence behind it. The League supporters ironically say that the Union consists of those whom the League does not want. Still the Union claims to be 500 strong, and is continually attracting young riders who are swayed to it because, although the prizes are small, the meetings are frequent—but the riders competing are mediocre at best. Were the League in other hands—had it been thoroughly turned inside out and every one of the old regime replaced; it would have stood a much better chance of winning its way back into favor; the more so, had the name been changed to something totally different, though with the same meaning, of course.

We are promised, in the near future, the comparatively new sport, here, of motorcycle racing. We have already had some of these events, it is true, but nothing to amount to anything. Now an old track is being rebuilt, toward the cost of which the government is contributing as an encouragement to amateur sport. The track will be three laps to the mile and banked to allow a speed of 80 miles an hour. The Victoria Motorcycle Club are the active forces behind the proposition, and have provided $1,000 in debentures.

"Wandering Boys" Make 200 Mile Trip.

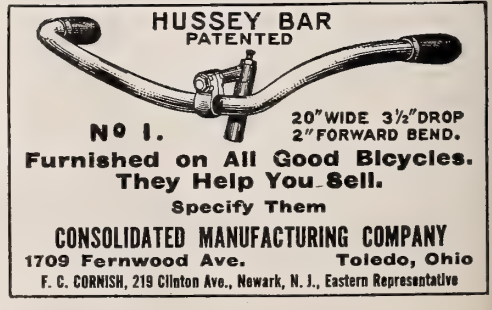
Boy bicycle riders of Norwood and South Auburn, N. Y., have become infected with the wanderlust and are taking long rides as a cure for it. On the 27th ult. three youngsters, Frank Thornton and Carleton Sherman, of Norwood, and Charles Butler, of South Auburn, started to ride to East Randolph, Vt., a 200-mile journey. Rain upset their plans and they did not make their destination Friday night as they had intended. One of the trio, Sherman, did not reach East Randolph at all, for he was delayed in Norwood, Mass., twice with a broken shaft, and in Boston he procured a new one. When this also broke Sherman quit in disgust. Thornton and Butler started out with record ambitions and reached East Randolph Sunday, 30th ult. They will spend a two weeks' vacation there on a farm and return home on their bicycles.

Twenty-five-Mile Road Race in Toledo.

Bicycles, tires, saddles and lamps are some of the prizes which will be given to winners in the 25-mile handicap bicycle road race which the Toledo (O.) bicycle dealers will conduct on Labor Day. The handicap limit is 15 minutes and the course will be from Walbridge Park to Monclova and return. It is stated that the roads are good. Special prizes will be awarded to the Toledo rider finishing first, the Toledo newsboy making the best time and the first rider to finish with a coaster brake equipped machine. There are five time prizes, and bicycles head both time and place prize lists. Entries close September 1 with O. S. Hitchcock, 813 Monroe street, Toledo, O.

Hart to Go After Amateur Records.

It is likely that the American amateur motorcycle record table will undergo an upheaval soon. Frank Hart, the amateur champion, is planning to go against the records, up to 100 miles, on the Chicago Stadium, in the near future. Hart never has ridden on board tracks.



ABOUT a year ago the People's Gas Light and Coke Company of Chicago bought two motorcycles for use in their Service Department. They were not Harley-Davidsons, but a short time after they purchased two Harley-Davidsons "to see how they compared."

Since then 39 more Harley-Davidsons have been purchased by this concern, but not another one of the other make.

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BUSCH TAKES BALTIMORE HANDICAP

Diminutive Member of Baltimore Bicycle Club Wins Carroll Cyclers' Annual Event from Field Full of Ginger.

Riding from the seven-minute mark "Little Willie" Busch, of the Baltimore Bicycle Club, came home "with the bacon" and seven seconds to spare over the second rider and co-marker in the annual 12-mile handicap race of the Carroll Cyclers Sunday last, 30th ult., over the usual "Shell Road" course.

As a demonstration of local interest in cycle racing and from the promoting club's point of view as to the large number of entries and starters, the race was an unqualified success. That many of the riders have aggressive partisans was also demonstrated when word was brought to the officials that Edgar R. Boehm, one of the honor men, who Fred Welsh, a fellow scratch man, alleges threw him, was being severely handled by several outsiders, apparently friends of Welsh. This mixup naturally canceled whatever chance the back-markers had of overcoming the long handicaps, and also resulted in the time prizes going to handicap riders.

In addition to representation from five city clubs there was also a delegation of 12 riders from the Westminster Bicycle Club, who rode to the course in a body from Westminster, taking part in the contest and in the score getting three places.

The prize offered to the club scoring the largest number of points went to the Crescent Bicycle Club, with a total of 103 points; second, Racycle Club, 71 points.

	Name and Club.	Handicap.	Time.
1.	William Busch, Baltimore B. C.	7 min.	35:45
2.	Langdon M. Sanborn, Crescent B. C.	7 "	35:52
3.	Ray Haines, Unattached	7 "	36:10
4.	William Leimbach, Crescent B. C.	5 "	34:52
5.	W. Vernon Daly, Westminster B. C.	6 "	35:55
6.	R. C. Green, Westminster B. C.	6 "	36:00
7.	John Kelly, Carroll B. C.	8 "	36:02
8.	J. F. Smith, Racycle B. C.	6 "	36:20
9.	J. Kaczmarek, Racycle B. C.	6 "	36:21
10.	E. E. Sampson, Racycle B. C.	2½ "	33:10
11.	Charles H. Thoms, Crescent B. C.	2½ "	33:11
12.	August Leimbach, Crescent B. C.	3 "	33:42
13.	Lyell Bosson, Lafayette B. C.	1½ "	32:13
14.	Alfred J. Baker, Crescent B. C.	3 "	33:44
15.	R. Linderman, Baltimore B. C.	5 "	35:45
16.	Fred M. Sanborn, Crescent B. C.	5 "	35:46
17.	J. McNally, Lafayette W.	8 "	38:50
18.	W. S. Venker, Racycle B. C.	8 "	38:51
19.	William Martell, Racycle B. C.	2 "	34:14
20.	Jacob Davis, Lafayette B. C.	6 "	38:18
21.	C. F. Hershey, Westminster B. C.	4 "	36:45
22.	Milton Ruhl, Carroll B. C.	8 "	40:46
23.	Harry Linderman, Baltimore B. C.	Scratch	34:05
24.	Charles Wehrna, Carroll B. C.	8 "	42:30
25.	G. Rodemeyer, Unattached	6 "	40:44
26.	Samuel Eby, Unattached	4 "	38:47

Time Prizes.

1.	Lyell Bossom, Lafayette W.	1½ min.	32:13
2.	E. E. Sampson, Racycle B. C.	2½ "	33:10
3.	Charles H. Thoms, Crescent B. C.	2½ "	33:11
4.	August Leimbach, Crescent B. C.	2½ "	33:42
5.	Alfred J. Baker, Crescent B. C.	3 "	33:44

The officials were as follows: Referee, Charles H. Bokemeyer; judges. Thomas W. Baker, Robert L. French and I. Starr; starter, J. Fred Huber; timer, W. W. Shaw; checkers, T. S. Fishpaw, E. Henninghausen and Ferd. S. Plitt; clerk of the course, Arthur R. Shaw.

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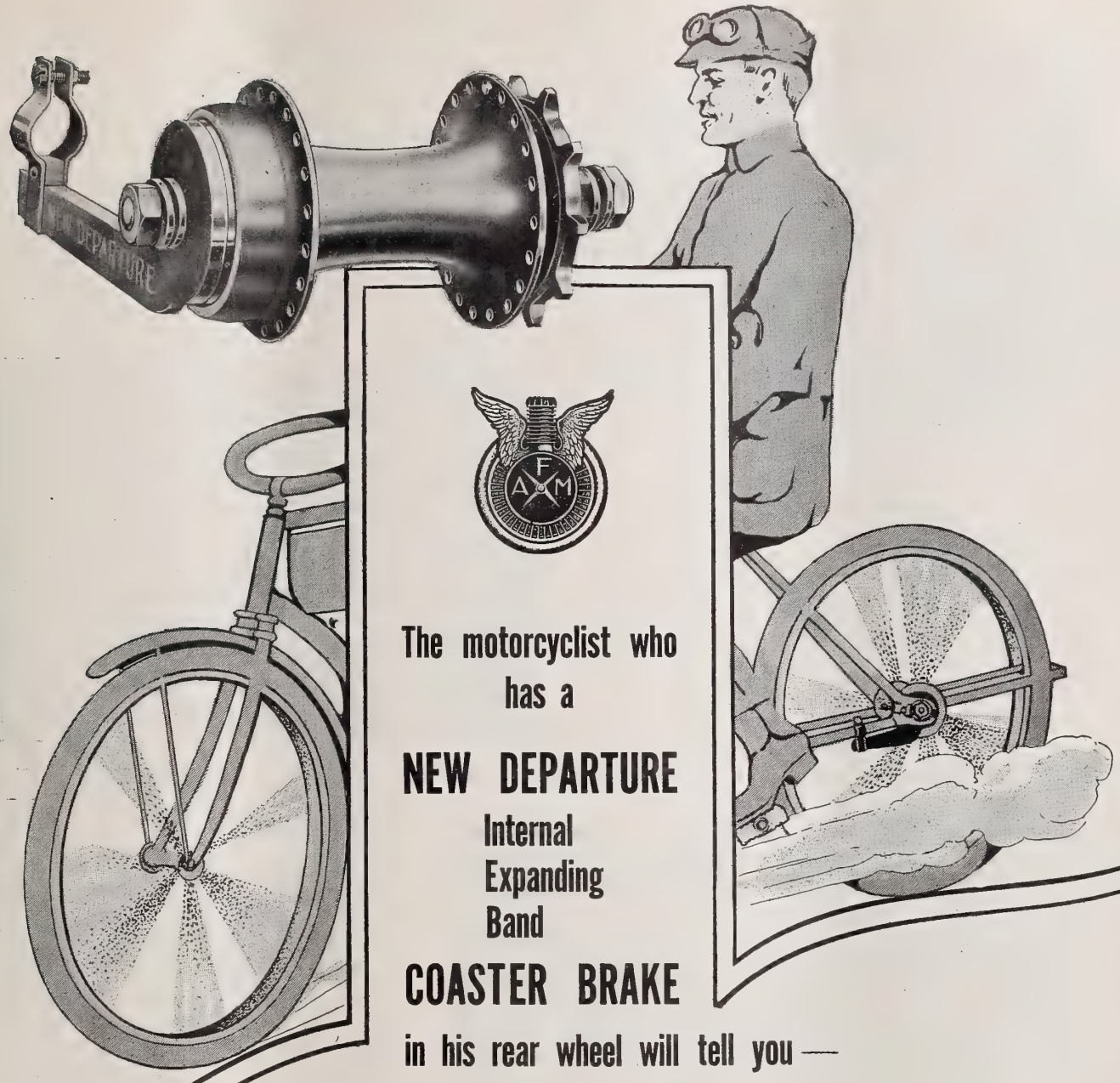
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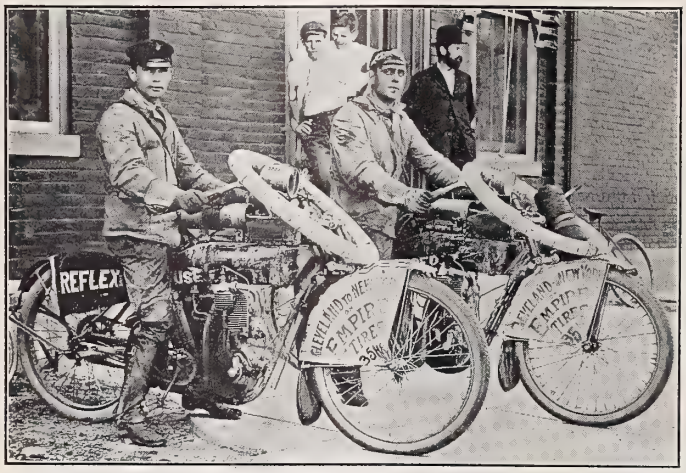
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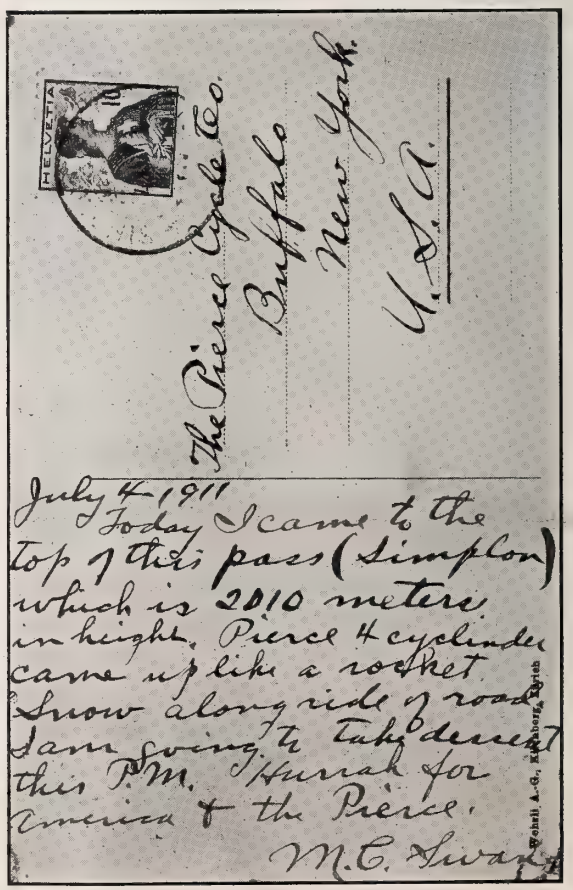
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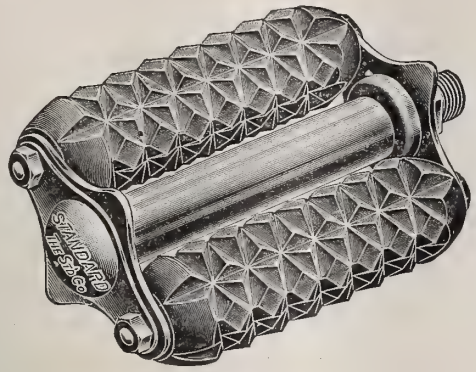
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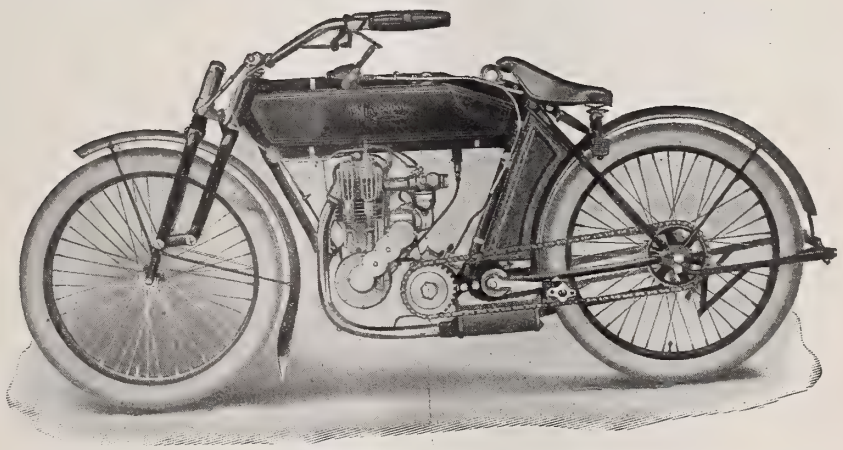
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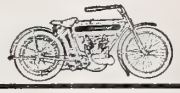
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I would thank you to acknowledge this order and assure you that I am awaiting patiently the first shipment.

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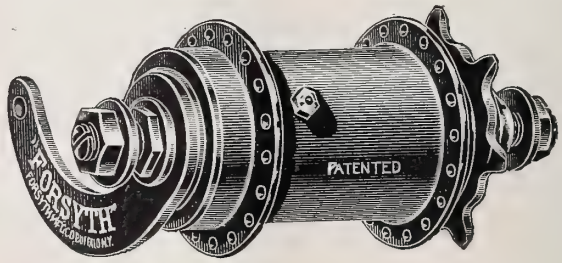
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(Trade Mark, registered April 30, 1895.)

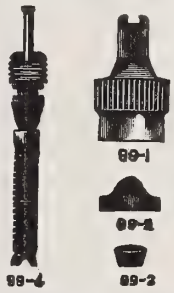
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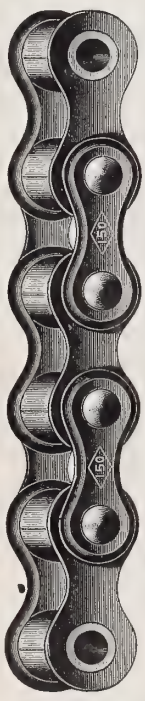
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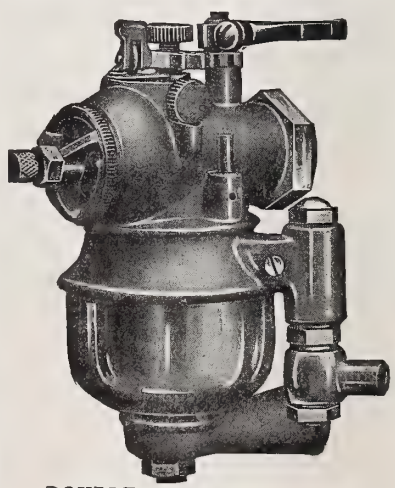
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are the Strongest, Safest, Best. Corrugated tread and studded tread.

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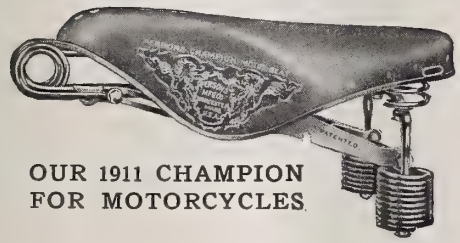
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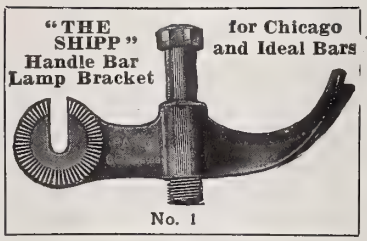
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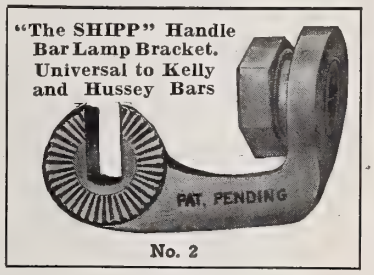
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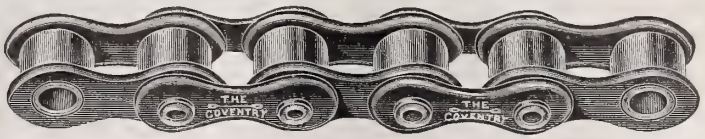
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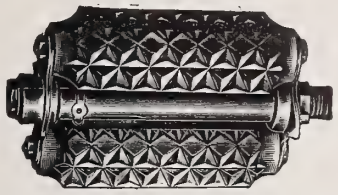
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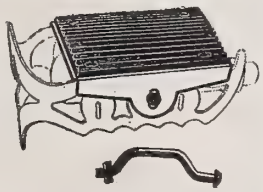
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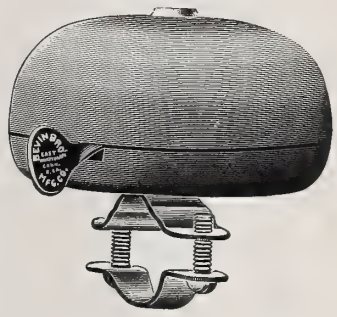
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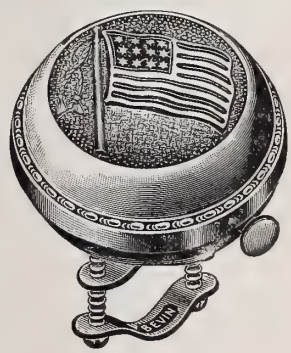
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Also Bevin

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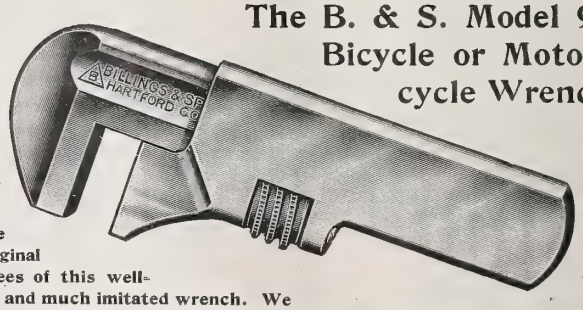
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We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

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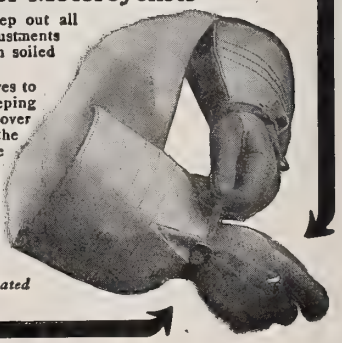
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Dealers Everywhere Commend It

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From our dealer in Piqua, Ohio: "Would say, we received the Pope O. K. It is a wonder for speed and power. We have driven it four hundred miles without a single adjustment."

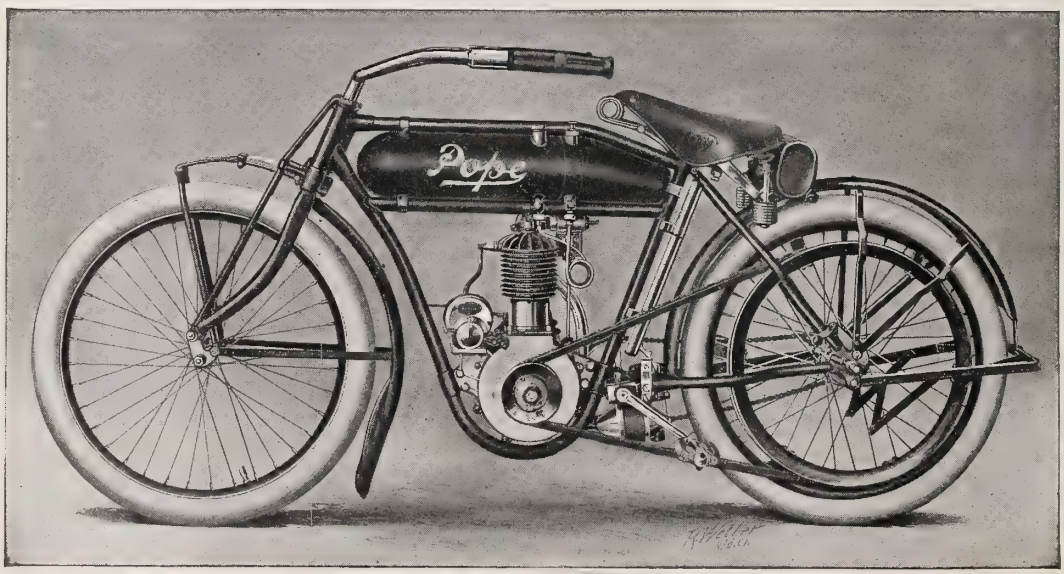
AN EASY RIDING MACHINE.

From our dealer in Burrton, Kan.: "The machine is a smooth rider for its size and weight, the springs being the most popular feature for easy riding. Am pleased to say that I can get as much power from this machine as from a four horsepower machine of well known make."

PRETTIEST MACHINE ON THE MARKET.

From our dealer in West Palm Beach, Fla.: "Your motorcycle received and in reply will state that it is the prettiest little machine on the market. It works simply fine and dandy. Every one who has seen it has fallen in love with it and all predict a great future for same."

Sells for $175 with Magneto



Sells for $175 with Magneto

Why Not Order a Demonstrator Now?

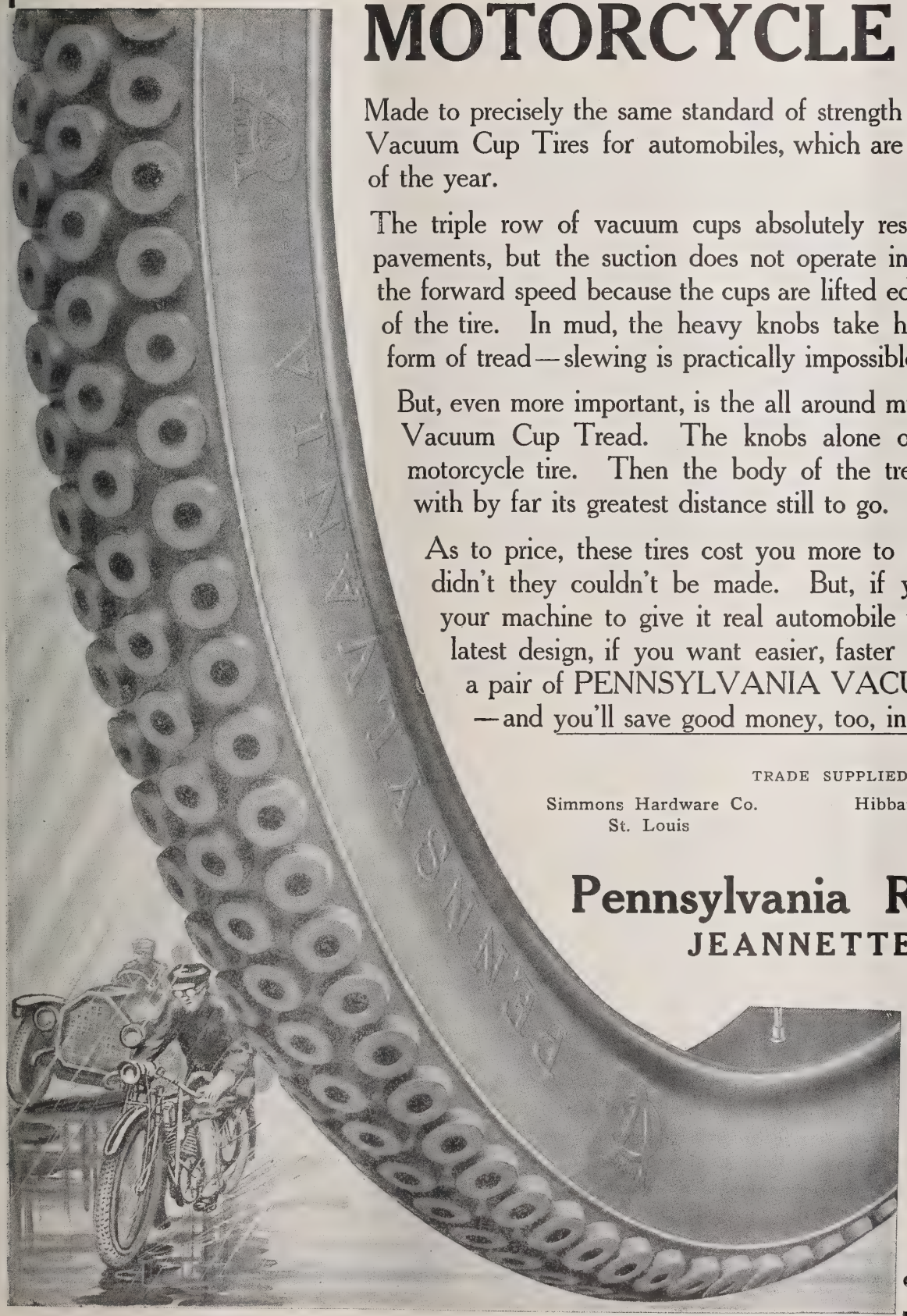
The daily output of our big plant at Westfield, Massachusetts, is large and we can promise prompt shipments. We suggest that dealers in unassigned territory order their sample machines now so as to try them out and get an idea of how many to contract for another year.

THE POPE MANUFACTURING COMPANY

Hartford, Conn.

Set a New Pace in Motorcycle Tire Service

Pennsylvania Vacuum Cup MOTORCYCLE TIRES



Made to precisely the same standard of strength and efficiency as our Vacuum Cup Tires for automobiles, which are the service sensation of the year.

The triple row of vacuum cups absolutely resists skidding on wet pavements, but the suction does not operate in the slightest against the forward speed because the cups are lifted edgewise by the rolling of the tire. In mud, the heavy knobs take hold as can no other form of tread—slewing is practically impossible.

But, even more important, is the all around mileage capacity of the Vacuum Cup Tread. The knobs alone outwear the ordinary motorcycle tire. Then the body of the tread goes into service with by far its greatest distance still to go.

As to price, these tires cost you more to buy. Yes. If they didn't they couldn't be made. But, if you think enough of your machine to give it real automobile tire equipment of the latest design, if you want easier, faster and safer going, buy a pair of PENNSYLVANIA VACUUM CUP TIRES —and you'll save good money, too, in the long run.

TRADE SUPPLIED BY

Simmons Hardware Co.
St. Louis

Hibbard, Spencer, Bartlett & Co.
Chicago

Pennsylvania Rubber Co.
JEANNETTE, PA.

BRANCHES:

1741 Broadway
NEW YORK CITY

1241 Michigan Avenue
CHICAGO, ILL.

505 Liberty Avenue
PITTSBURG, PA.

247 Jefferson Avenue
DETROIT, MICH.

512-14 Mission Street
SAN FRANCISCO, CAL.

930 S. Main Street
LOS ANGELES, CAL.

917 First Avenue, South
MINNEAPOLIS, MINN.



How to Satisfy Your Customers and Make Money



The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

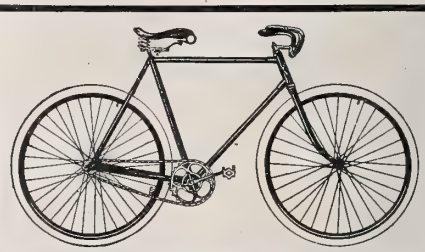


The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

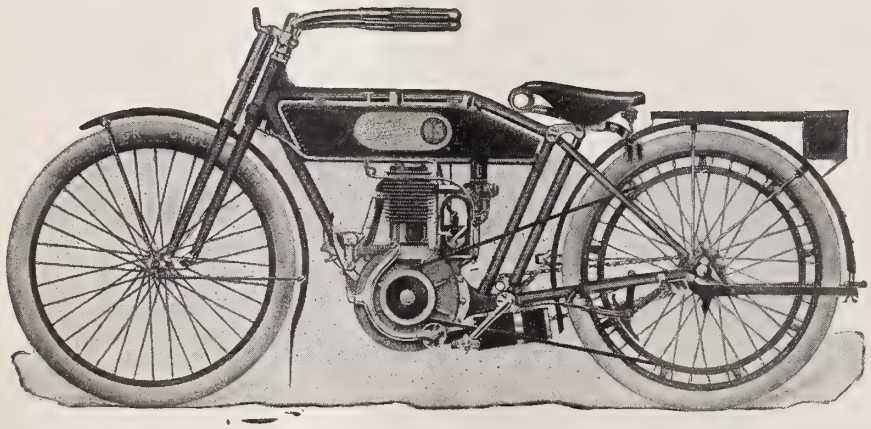
F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



The Qualities That Make a Winner

are derived only from correct design, perfect material and skilled workmanship. The very best of them is embodied in



The Reading-Standard

Comfort, Safety and Satisfaction

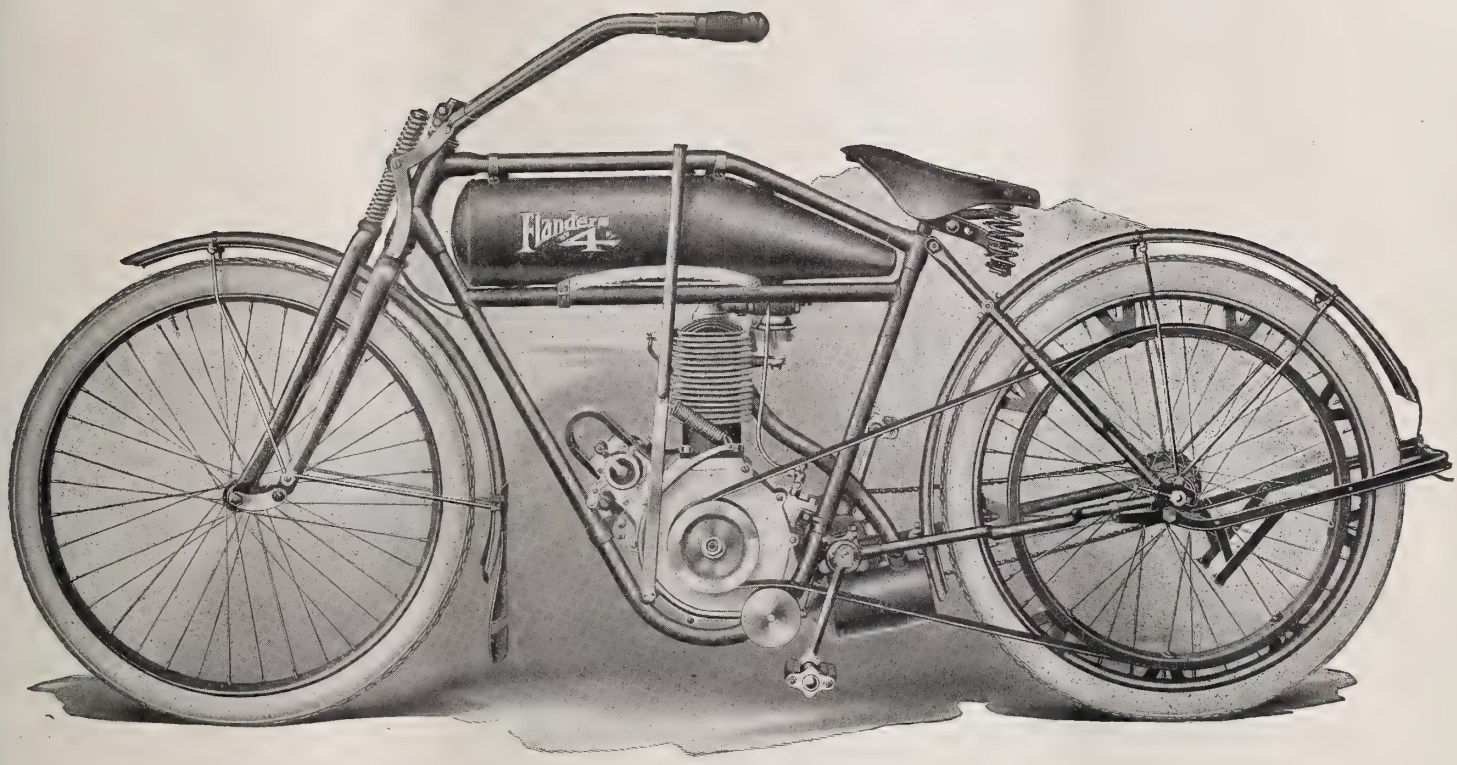
are assured by our combination of shock absorbing seat post and the most elastic spring fork ever made, adjustable foot rests and low saddle position, double brake system, two distinct oiling systems, perfect balance and steering qualities, ball bearing motor and other exclusive features.

The Highest Quality at the Right Price

WRITE TODAY FOR NEW CATALOG AND OPEN TERRITORY.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

FLANDERS "4"



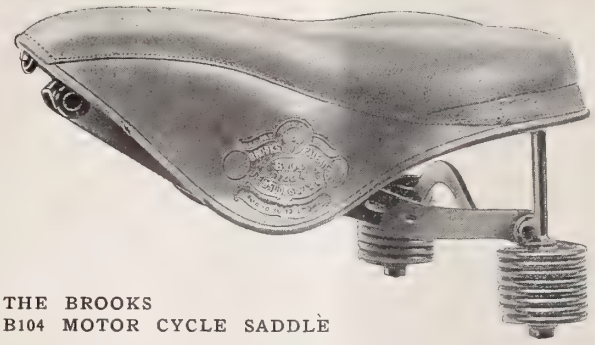
1912 Motorcycle

$175 00/100

4 H. P. Motor — **1¾ in. Belt**
Copper Tank — **28 x 2½ in. Clincher Tires**
Largest Troxel Motorcycle Seat

Makes a $250 proposition for $175, backed up with a live publicity campaign. September deliveries.

FLANDERS MANUFACTURING CO., Pontiac, Mich.



THE BROOKS
B104 MOTOR CYCLE SADDLE

The roughest road

and the BROOKS are friends.

Vibration is unknown to the rider whose machine is fitted with the saddle that bears that name.

For then is the discomfort arising from poor saddle-service and the consequent fatigue entirely overcome.

For then is experienced that perfect luxury which the

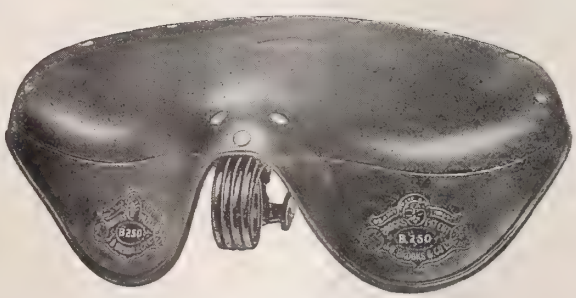
BROOKS

—the original and only genuine Compound-Spring Saddle—

alone makes possible.

For then is appreciated the full benefit of that exclusive feature, the BROOKS Compound-Spring. Remember no other Saddle can offer the same service because, no other springing system can give that perfect compensating action which is peculiar to the BROOKS and absolutely essential to the rider's perfect ease awheel. That's why BROOKS is Best. That's why you will find it an invaluable aid in the selling of the Motor Bicycle.

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM ENGLAND



THE BROOKS B250 MOTOR CYCLE SEAT

KELLY-RACINE

Twin Cylinder Motorcycle Tire

HAS MADE THE BIGGEST KIND OF A HIT!

Heavy Duty



Long Service

Absolutety Non-Skid

Recognized instantly for what it is—"the daddy of all motorcycle tires"—the response has been instantaneous and confirms our confidence in the judgment of trade and riders. For the first time the motorcyclist now has at his command a tire equal in every respect to the finest motor car tire made and superior to most.

The Kelly-Racine Twin Cylinder Motorcycle Tire has "caught on" and will hold on by its ability to withstand heavy duty and long service.

KELLY-RACINE RUBBER COMPANY
Racine, Wis.

MORE World's Records

At Brooklands, England, August 4th

The *Indian*

Ridden by Jake De Rosier, covered

1 Kilometer in 25⅕ Seconds

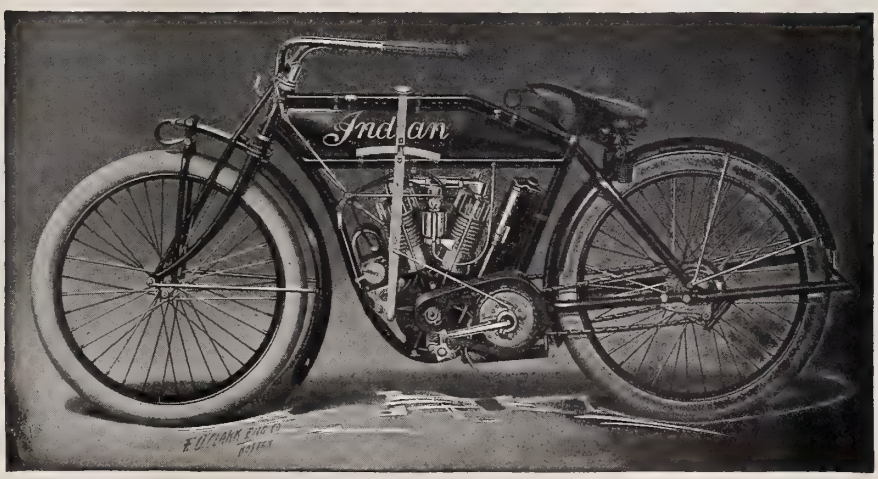
A Speed of 88.77 Miles Per Hour

1 Mile in 40⅘ Seconds

A Speed of 88.23 Miles Per Hour

Power and Efficiency Does It The Indian Delivers More Effective Power Than Any Motocycle in the World.

QUALITY



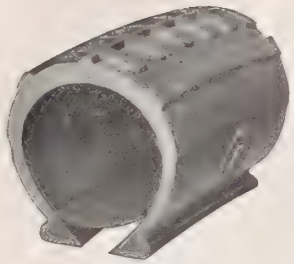
VALUE

Illustrated Catalogue B Describes These Wonderful Machines

THE HENDEE MANUFACTURING CO.

Springfield, Massachusetts

CHICAGO SAN FRANCISCO LONDON



GRIPFAST TREAD

FISK
MOTORCYCLE TIRES



BAILEY TREAD

ONE QUALITY **TWO TREADS**

FISK MOTORCYCLE TIRES are made for those who are looking for mileage and positive protection against skidding or side slipping.

They are the tires that are right—at a price that is reasonable. Made in regular automobile tire construction with the Fisk fine para inner tube.

Write for Illustrated Booklet

THE FISK RUBBER COMPANY

Department E *Thirty Direct Factory Branch Houses* **CHICOPEE FALLS, MASS.**

PROVED BY PERFORMANCE

The finest kind of proof of what a motorcycle can do is what it does do in the hands of its purchasers.

Emblem Motorcycles

deliver the goods under all conditions and keep doing it. The following letter is a sample of the kind we are constantly receiving:

Ida, La.

EMBLEM MFG. CO., Angola, N. Y.

Gentlemen: The 5 h. p. Emblem flat belt and idler received by express.

I must say, I have been in the wheel business for some time—have tried other makes of motorcycles over the hills and sand here, some have one fault and some another, but if any one wants the machine that has the power to take them up the steepest hills and one that will bring you home every time, and always ready to go—get the "Emblem."

It is the ONE motorcycle that will make good EVERY TIME. Everyone says it is the BEST ever seen here; you can expect more orders.

Thanking you very much for your "square" way of doing business, I beg to remain,

Yours respectfully,

N. B. SPEARMAN.

Get aboard the Emblem band-wagon and joy-ride to the Paradise of Motorcycling—the Land of Content.

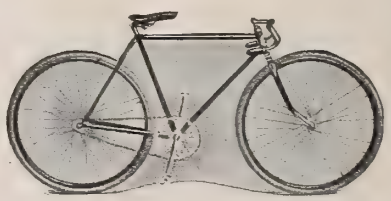
Emblem bicycles and motorcycles furnish the surest kind of transportation.



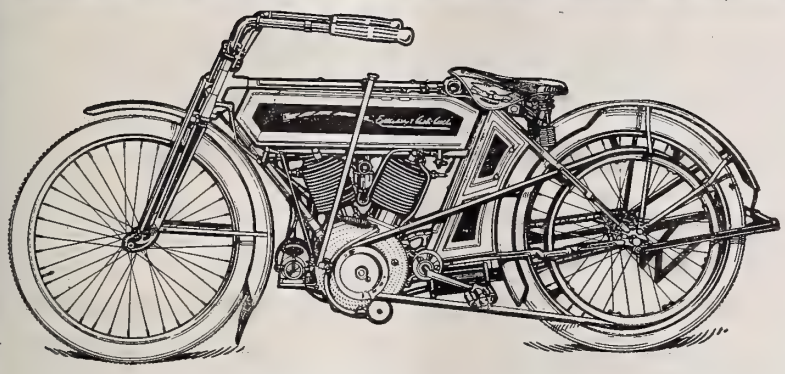
EMBLEM MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.



Motorcycle Prices Smashed!



GREAT PRICE REDUCTIONS IN 1912 EXCELSIOR MODELS

We have set the pace in prices on this new 1912 Model Auto-Cycle. Remember this: the Excelsior is the **lowest priced** motorcycle in the very first rank of excellence on the market today. Further economy in factory operation and our multiplied output alone make these prices possible.

Get the Best Motorcycle Now at a Reduction of $25 to $60

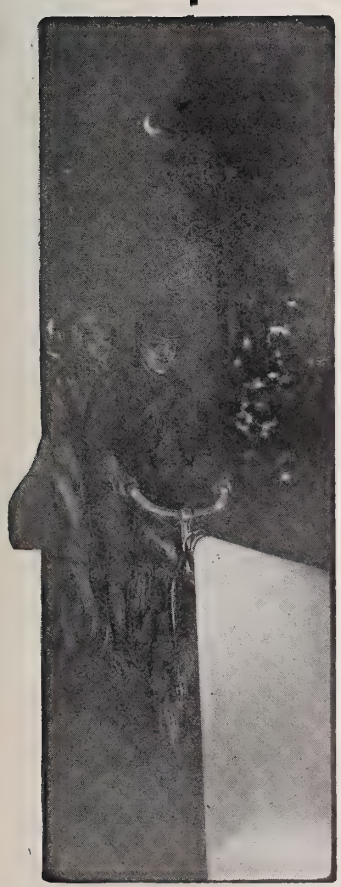
Excelsior Twin Cylinder, Magneto Model, formerly $310 now $250
Excelsior Single Cylinder, Magneto Model, formerly $250 now $225
Excelsior Single Cylinder, Battery Model, formerly $225 now $200
These prices are F. O. B. factory.

EXCLUSIVE 1912 MODEL EXCELSIOR FEATURES—Low, comfortable saddle position. Automatic oiling system. Low engine position, giving low center of gravity. Perfect carburation and lubricating systems. Shock absorbing spring fork. Vibrationless silent motor. Long wheel base. Perfect belt transmission. Complete grip control. Large gasoline and oil capacity in copper tanks. Perfect balance. Any make of tires you want. Send today for Excelsior literature.

EXCELSIOR SUPPLY COMPANY, 2260 Union Avenue, Chicago, Ill.

EDWARDS-CRIST MFG. CO., Chicago Agts., 1404-6 Michigan Ave., and 1150 W. Jackson Blvd.; W. H. WHITESELL, Pacific Coast Distributor, 628 S. Spring St., Los Angeles, Calif.; STANLEY T. KELLOGG, Eastern Distributor, 169 Beechwood Ave., Bridgeport, Conn.; MEAD AUTO-CYCLE CO., Western Distributor, 220 Sixteenth St., Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

The Prest-O-Lite Co.

245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

1760 Mile Endurance Run Won on Goodyear Motorcycle Tires

New standard of endurance and reliability set by Goodyear Stock Motorcycle Tires. Whirlwind proof of superiority that is saving thousands of dollars for motorcyclists everywhere.

In the Elimination Contest of 1760 miles run between Cleveland, Columbus and Toledo, the motorcycles of the winning team were equipped with **Goodyear Stock Motorcycle Tires.**

The terrific wear and tear sustained so successfully in this gruelling test of quality, should settle forever the question of Goodyear **Tire-Endurance.** The **speed** question has already been settled by De Rosier, Don Johns and scores of others who have ridden to victory on **Goodyears.**

How Strength is Built Into Goodyear Tires

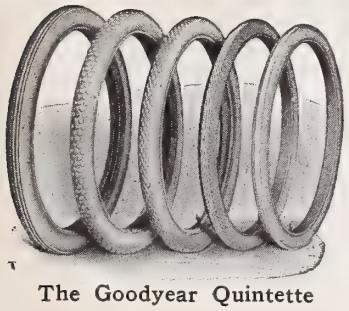
Goodyear's are the strongest and most durable motorcycle tires made because they are built out of the toughest known materials.

They follow the same general construction, and the same methods are used that have proved so successful in the now famous Goodyear No-Rim-Cut Auto Tire. They are built by the same tire experts.

GOODYEAR
Motorcycle Tires

The rubber is new, live rubber, no old rubber worked over. And it is compounded as it **should** be —as years of successful automobile tire building experience has taught that it **must** be to offer greatest resiliency and service.

1 2 3 4 5



The Goodyear Quintette

Also, the fabric used is different. It is of unusual tensile strength. Instead of being **a close weave,** Goodyear fabric is woven so that later on in the process, every thread can be thoroughly embedded in rubber. This keeps the threads apart, prevents them from rubbing together, and by reducing internal friction **increases the life of the tire.**

As a means of increasing the mileage, Goodyear tires are built with thicker tread than any other make. Furthermore, they are larger than most other tires of same rated measurement. The result of this is greater strength, as well as resiliency.

A tire for every road made for the exact duplicate of your wheel rim by the world's greatest auto tire experts - experts who don't charge you a cent extra for the extra tire service they give you.

Save Tire Trouble

by specifying one of these five great Motorcycle Tires:

1. Goodyear Corrugated Tread Tires — For the average give-and-take road.

2. Goodyear Studded Tread Tires — For mud, sand, snow and ice travel.

3. Goodyear Non-Skid Tires — For use on slippery city pavements.

4 and 5. Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

Send for "Tires of Old War Horse"

A fascinating story of the actual breaking of a record. Chuck full of money saving tips to tire buyers. Also brings full information about the Goodyear Quintette of Motorcycle Tires. **WRITE TONIGHT.** You'll have book by return mail.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 of the Principal Cities (383) *We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits*

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, August 12, 1911. No. 21

PREST-O-LITE UPHELD IN TEXAS

Court Disagrees With Chicago Judgment and Grants Perpetual Injunction—Peculiar Status of the Patent Involved.

Once more the Prest-O-Lite gas tank patent has been upheld, this time in Texas. Sitting in the United States Circuit Court for the Northern District of Texas, Judge Meek has decided in favor of the Prest-O-Lite in its suit brought against Charles E. Reib, doing business as the Searchlight Co. of Texas, for infringement of its patent, No. 664,383. The status of this patent is rather peculiar, for on two occasions this year, United States Circuit Courts in different states have rendered opposing opinions on its validity.

Reib claimed that he was operating under license issued by the Searchlight Gas Co. of Chicago to use its patent, but the court sustained the Prest-O-Lite allegation that the Searchlight patent is an infringement of their rights to not only the gas tank and the absorbent or solvent employed, but also their method of recharging the tanks. Accordingly Judge Meek granted a perpetual injunction against the Searchlight Co. of Texas and C. E. Reib, which forbids them to recharge Prest-O-Lite tanks—which was their chief business—and orders an accounting made of their profits. Damages will be awarded to the Prest-O-Lite company on the basis of such accounting.

The action of Judge Meek in sustaining the validity of the Prest-O-Lite patent, is in line with the judgment rendered by the United States courts in Wisconsin and Michigan, which, however, are directly opposed to the opinion of the United States Circuit Court in Chicago, which, some three months since, in the case of the Prest-O-Lite Co. against the Searchlight Gas Co itself, ruled that the American patent had expired and that the Prest-O-Lite tank and all that pertains to it, were public property. This latter decision was handed down during the same week that the patent was sustained in the Michigan circuit; a copy of it was rushed to the latter but that court declined to alter its opinion.

Meeting of Reliance Creditors Called.

The first meeting of the creditors of the Reliance Motorcycle Co., which was adjucated bankrupt on July 31st on the application of Otis S. Beach, F. W. Richardson and the Owego Gazette, whose combined claims amounted to about $500, will be held at the law offices of John G. Pembleton, Owego, N. Y., on Tuesday morning, August 22d, at 9 o'clock. Claims duly approved may be filed with Referee Benjamin Baker prior to or at the first meeting of the creditors.

Woodard Leaves Diamond Rubber Co.

Harvey J. Woodard, manager of the Diamond Rubber Co. of New York for the past five years, has resigned. On August 15th he will slide into a new berth as general manager of the Century Tire Co., of Plainfield, N. J., which makes a specialty of "custom made" automobile tires. Woodward will continue to make New York City his headquarters.

McClernan's Contract Terminates.

Through the termination of its contract with L. F. McClernan, of Chicago, who has been handling its Western business, the Standard Welding Co., of Cleveland, Ohio, hereafter will take care of its customers in that territory direct from the factory with its own staff.

AFTERMATH OF TRADE MEETING

Proposition to Standardize Number of Spokes in Cycle Wheels Discussed in Detail by an Expert.

One of the suggestions offered for consideration at the convention of the Cycle Trades Industries, which opened in Atlantic City the 1st inst., which evoked a variety of opinions and finally received much favorable support, was the proposition to standardize the number of spokes in bicycle wheels, to have the same number of spokes in each.

The advantages of this change are obvious, as it would not only permit of a uniform length of spoke being used in both front and rear wheels, but also, and probably to greater advantage, would it reduce the stock that is now required to be carried by practically all who manufacture, job, or deal in bicycles and supplies.

In talking the matter over with one prominently identified and thoroughly familiar with the industry, the question was brought up, as it was discussed at the convention, as to just how many spokes should be used. After stating the details as put forth in the various arguments, pro and con, he was told that the conclusion was arrived at that thirty-four spokes both front and rear were considered as ideal.

But, asked he, after a moment's consideration, "How do you propose to lace or cross these 34 spokes in pairs when you have 17 on each side of a wheel? I have 'laced,' or built up, all sorts of combinations of hubs and rims, such as a 16 hole rim on a 32 hole hub, and from that up to one quite usual, a 32 hole rim on a 36 hole hub, in fact, almost any combination where

the number of holes in the hub is greater than that of those in the rim, but always in multiples of 2 on each side; never with any other multiple, nor can I see where it is possible to build up a wheel with an odd number of spokes on each side."

Reverting to the report of the arguments put forth in the discussion, the inquiry was made as to what support was received by the suggestion to use 32 spokes in both front and rear. On being informed that this number of spokes was considered to be insufficient for all round usage in the rear wheel., our informant replied that should a rear wheel be built on 32 spokes and drawn up as it should be, using a good grade of spoke and truing correctly, there could be no reason why it should not stand all strain equally as well as one with but four spokes more used. He cited a number of instances where he knew personally of 32 spokes being used in rear wheels to perfect satisfaction with coaster brakes, and also made the claim that the idea prevalent that a coaster brake added more torsional strain to a wheel was in all probability without foundation. As an instance that goes to prove his contention, he recalled to mind the fact that at one time, in the early coaster brake hub days, practically all connected with the trade considered, and many manufacturers called attention to, the then conclusive fact, that to use a coaster brake all lower rear forks should be of heavier gauge, a theory that has long since been exploded. And so with the coaster brake as to 32 spokes.

Finally, instances of many of the most prominent racing men in the game, it was shown that so long as 32 hole rear hubs could be obtained they were used by them, and it is an admitted and an established fact that racing men's rear wheels are subjected to far greater strains than others.

One of the Pioneer Dealers Bankrupt.

According to report W. H. Alexander, the W. H. Alexander Co. and the W. H. Alexander Cycle Co., of Spokane, Wash., have consented to have a referee in bankruptcy appointed by the Federal court on the petition of the A. G. Bittes Manufacturing Co., the Allen Auto Co., the Monitor Oil Co., and the Bevin Brothers Manufacturing Co. The bankruptcy, however, is involuntary.

Tire Company Incorporated in New York.

With the avowed purpose of manufacturing tires of all kinds the Overman Motorcycle Tire Co., of New York City, has recently been incorporated with a capital stock of $25,000. The directors are J. J. Reilly, H. W. Forney and J. A. Baha.

New Company to Deal in Motorcycles.

The Motorcycle Sales and Supply Co., of Chicago, has been incorporated with a capital stock of $10,000, to deal in motorcycles and supplies. The incorporators are Sherman A. Charles, Reginald P. Miller and Robert F. Pettibone.

BUSINESS EXCEPTIONALLY GOOD

Pennsylvania Rubber Company States That Orders Show Gratifying Increase Since Reorganization in 1910.

The Pennsylvania Rubber Company, with factory and general offices at Jeannette, Pa., reports that its business for the past year has shown a most gratifying increase, and present indications point toward new records for the near future. This company was reorganized February 1, 1910, new management throughout the office and factory taking charge at that time. Changes were also made in outside organization which increased the efficiency, but at the same time reduced the expense of operation, enabling the company to market its goods at more favorable figures to the trade and improving their quality. A policy was adopted of marketing all tires through the jobbers, and as a result of this move recent months have shown an increase exceeding 100% over the business done in the same period of any year previous to the reorganization. Branch offices of the company are maintained in Pittsburg, Chicago, Detroit, New York, San Francisco and Los Angeles, and agencies in practically every city of importance in the United States.



FACTORY OF THE PENNSYLVANIA RUBBER CO., JEANETTE, PA.

Wants Motor Boat Championship.

Oscar Hedstrom, chief medicine man of the Indians, has become interested in the case of a motor boat in his possession; of course its "The Indian" by name. Responding to the medicine man's treatment the boat has shown a speed of 20 miles an hour and walked away from all the local boats. Consequently there is much active though quiet experimenting now being applied to the various craft, with the hope of winning in the fall races.

Bosch to Establish Service Depots.

Technical service depots for "taking care" of owners which automobile and tire manufacturers now are exploiting with great vigor in the scramble for business, have gained another exponent in the Bosch Magneto Co., New York City. With over a quarter of a million of its ignition outfits in use in this country the Bosch people are aware of the importance of keeping its customers satisfied, and to that end are planning the establishment of a chain of Bosch distributors throughout the United States, where users of Bosch ignition always can secure service in time of need. These service stations, which will be indicated by enameled Bosch signs, will carry complete stocks of parts, as well as a fully equipped repair shop in charge of a competent mechanic for attending to the wants of Bosch users. The value of these service stations to motorcyclists is particularly significant, for while the chief extent of the rider's magneto trouble is due to short circuiting by mud or water, which in most cases is easily remedied, when real puzzling trouble occurs, a Bosch service station will likely prove as welcome to a rider as a passing vessel to a shipwrecked sailor on a raft. As most dealers are equally "green," and the average automobile garagemen is absolutely at sea in locating magneto trouble, hence the value of the Bosch "field hospitals."

New Quarters for Veteran Dealer.

Owing to an unusually prosperous season, T. J. Sixsmith, 203 West 100th street, New York City, one of the veteran dealers of the metropolis, has outgrown his present quarters. However, Sixsmith will not be forced to leave his old stand, for he has been fortunate enough to secure additional form adjoining his present store.

Schack Favors Quarterly Meeting.

W. G. Schack, president of the Emblem Mfg. Co., of Angola, N. Y., as a result of the great success of the recent Atlantic City meeting of the Cycle Trade Industries and the benefits derived therefrom, is in favor of holding these meetings quarterly instead of annually.

Italian Merchant Wants Agency.

The American Consulate in Turin, Italy, reports that a merchant in his district wishes to secure the agency for a first-class single tube bicycle tire. Firms interested should communicate with the Consul, sending catalogs, terms, etc.

DEALERS' ORGANIZATION PERFECT

New York Motorcycle Trade "Gets Together"—Gliesman Elected President, and Rotholz is Secretary-Treasurer.

Changing their meeting place, over which a hoodoo or "jinx" seemed to hang, several of the motorcycle dealers of Greater New York, who have been trying for some weeks to perfect an organization, succeeded on Wednesday night, 9th inst. It was nearly 11 p. m. when the meeting was called to order by Temporary Chairman Gliesman, followed by the reading of the minutes of the previous meeting by Temporary Secretary Goldsmith. The following dealers were present: E. C. Kicherer, George P. Jenkins, Renry Heyer, R. A. Gliesman, Louis Goldsmith, A. Scaison and G. Rotholz. Mark Eisner, counsel for the dealers in their fight against being subjected to the proposed garage regulations, also was on hand.

Election of officers then was taken up. E. C. Kicherer having declined the nomination for the presidency, H. A. Gliesman, who had been nominated for secretary and treasurer, was tendered the presidency. Upon his acceptance, G. Rotholz was nominated for secretary and treasurer. He declined at first, but later reconsidered and accepted. The slate now being complete, the election was proceeded with and the following ticket was elected unanimously: H. A. Gliesman, president; T. J. Sixsmith, first vice-president; Renry Reyer, second vice-president; G. Rotholz, secretary and treasurer; directors: E. C. Kicherer, three years; George P. Jenkins, two years; F. B. Widmayer, one year.

After sundry changes made since the last meeting the constitution and by-laws in revised form was read. There was little discussion but it was adopted uninimously. Pledges of support were read from dealers who were unable to be present, and the president stated that the association started its career with 16 members.

Quite the brightest news brought out at the meeting was that reported by Counsel Eisner, who stated that as a result of the objections raised by the dealers, at the hearing on the proposed garage regulations, the Municipal Explosives Commission had decided to exclude motorcycle dealers entirely from the garage regulations and to draft a separate code of ordinances to govern motorcycles and motorcycle establishments. He also stated that the Commission had invited suggestions from the dealers as to the nature of the regulations which will be drafted for the motorcycle trade, and a committee consisting of the president ex-officio, Counsel Eisner, E. C. Kicherer, A. H. Patterson, G. Rotholz and Louis Goldsmith, were appointed to submit suggestions which would be agreeable to the dealers to have incorporated in the motorcycle regulations. An invitation also was extended to the Commission to visit the stores of local dealers and observe the existing conditions with reference to the general safety, and lack of necessity for stringent regulations. It is possible that the Commission may avail itself of the invitation.

The matter of consummating an arrangement with a financial house by which dealers can sell motorcycles on instalments, and have the accounts carried on time is being investigated, as it is realized that instalment business must be developed if a large prospective business is to be secured. George P. Jenkins reported that he was conducting negotiations with a finance concern regarding the carrying of motorcycle instalment accounts and this statement was received with approval. Jenkins was appointed a committee of one to continue negotiations and report at the next meeting. The next meeting will be held the first Tuesday in September.

Tandem Seats for Harley Davidsons.

Tandem riding has become so popular among owners of Harley-Davidson motorcycles that the Harley-Davidson Motor Co., Milwaukee, Wis., has been forced to put through a large quantity of its tandem attachments, on special order, to meet the heavy demand. While the company has been making tandem attachments for some time, it never has pushed them, because the demand for the regular product has required all of the factory facilities to meet it. Unlike most other devices of the sort the Harley-Davidson tandem attachment is carried on enclosed plunger springs, which absorb road shocks and increase the easy-riding qualities. As the tandem seat is located directly over the rear wheel it is obvious that road shocks are more perceptible here than in the front saddle, and naturally any shock absorbing device is highly desirable. The foot rests are so designed as to eliminate such annoyance as "cramped limbs," it is said. The attachment comes complete with saddle and handle bars, the latter having sponge rubber grips. The company also is featuring a luggage carrier, which it has been making for some time in small quantities, but now is taking care of the increased demand for it. It is of substantial steel construction, having a carrying platform 11½x12½ inches and is said to have a capacity of 200 pounds. The carrier, like the tandem attachment, is finished in gray, to match the Harley-Davidson motorcycles, and both devices may be applied or removed quickly, as the owner may desire.

TANDEM SEAT AND LUGGAGE CARRIER MANUFACTURED BY THE HARLEY-DAVIDSON MOTOR CO.



LUGGAGE CARRIER



TANDEM SEAT

1912

—like its immediate predecessors—will be another year of triumph for the coaster brakes bearing the name

CORBIN

The trade already is completing arrangements to supply the Corbin motorcycle brake and the Corbin bicycle brake more largely than ever before, as the brake that motorcyclists and bicyclists, respectively, prefer.

In addition to the Corbin V-band motorcycle brake and the Corbin duplex coaster brake for bicycles, the Corbin line also includes front hubs for bicycles, rear hubs for bicycles, two-speed coaster brakes for bicycles, and motorcycle front hubs with knock-out axle.

Corbin Screw Corporation
NEW BRITAIN, CONNECTICUT
LICENSED COASTER BRAKE MANUFACTURERS

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NEW YORK, AUGUST 12, 1911.

Chain and Spoke Standardization.

Two mechanical standardization propositions relating to bicycles, and having something of a parallel in motorcycles, were brought up at the recent Atlantic City convention of the Cycle Trades Industries. One of these concerned making 1 inch pitch the American standard for roller chains, as it already is for block chains. The other was a proposal originating with the jobbers on the Pacific Coast that the number of spokes in the front wheels and rear wheels of bicycles be made uniform, so that rims for front and for rear would be interchangeable.

Although both the National Association of Cycle Jobbers and the Cycle Parts and Accessories Association adopted resolutions declaring that hereafter the 1-inch pitch is to be the standard for roller chains in the United States, it still remains to be seen how far these resolutions will be effective in banishing the half-pitch roller chain. Unfortunately for the purposes of the resolutions, the half-inch roller has gained for itself a certain share of popularity that will prevent its being eliminated without a struggle.

So satisfactory has the half-inch pitch roller chain proved in the transmission of power on bicycles, that there are many enthusiasts who contend that it has superiorities over the 1 inch pitch. Although the number of concerns in the United States supplying the half-inch roller equipment on their bicycles, either as standard or as an option, is small, yet their output is not inconsiderable and they have created a class of customers who believe the half-inch pitch roller to be the most desirable type. In addition to these, there are also those riders who of their own initiative have changed from the regular 1 inch pitch to the half-inch roller, and who pride themselves on their astuteness in following what they have been persuaded is sound practice.

Irrespective, however, of the excellences of the half-inch roller chain, which enjoys greater popularity abroad than it does on this side of the Atlantic, the majority of cycle manufacturers and jobbers prefer a single standard of pitch, as was indicated in the voting on the resolutions at Atlantic City for the 1-inch standard. The single standard, when really made effective, relieves them of the necessity of maintaining and handling half-inch chains and sprockets in addition to the regular 1-inch pitch.

This simplification is obviously economical and beneficial to the trade in its effects, but it cannot be fully brought about for some time. The bicycles on which the half-inch roller chain is at present used as a talking point, are not likely to be changed in this respect for some time to come, although other machines, on which it is only an option, may employ only the 1-inch after next year. It would appear, therefore, that while the use of half-inch roller chains may be considerably reduced by the trade's declaration for the 1-inch standard, there nevertheless will long continue to be some demand for the half-inch chain and corresponding sprockets on the part of those who place their own preferences above general trade convenience.

In the matter of having the same number of spokes in the front and rear wheels of bicycles, the proposal has much to commend it. At present most American bicycles have 32 spokes in the front wheel and 36 in the rear. The jobbers want to know why it is not possible to have both front and rear with 32 spokes or with 36 spokes each. If uniformity were brought about, the jobbers could reduce by one-half the necessary stock of rims, as rims would fit either front or rear wheels. At present the jobbers are compelled to keep one assortment of rims for front wheels and a corresponding assortment for rear wheels.

Rims are bulky and awkward things to keep in stock, and it is necessary to have a variety of colors and stripings. The fact there has to be a different number of spoke holes in the rims for front wheels than in those for rear wheels imposes quite a burden on the jobbers, in that the latter must carry in stock twice as many rims as would be the case were the rims interchangeable front or rear.

Against the proposal for an equal number of spokes the objection is made that 36 spokes is too many for front wheels and 32 is too few for the rear. This objection has resulted in the compromise suggestion that both wheels have 34 spokes.

In making the suggestion for 34 spokes, however, a very important point has been overlooked, i. e., that with tangent spokes it is not practical to have an odd number of spokes to a side. The use of 34 spokes would mean that there would have to be 17 spokes on a side, and it would puzzle the most expert builder of bicycle wheels to lace 17 tangent spokes in an even pattern, as the spoke lacing for the two sides together calls for multiples of four. For this reason the suggestion of 34 spokes to the wheel is impractical.

One thrifty bicycle manufacturer half humorously and half seriously objects that to put 36 spokes in front wheels as well as rear would mean an additional 400,000 spokes for an output of 100,000 bicycles, adding $2,000 or more for the cost of the spokes and labor in putting them in. On the other hand, there is a general feeling that 32 spokes in the rear wheel might give unsatisfactory results because of the great strains on the rear wheel in forward driving, in braking and in carrying the greater part of the weight.

So far as actual experience points the truth, 32 spokes in the rear wheel are enough. On racing bicycles it is common to have 28 front and 32 rear, and there are few cases of wheels collapsing, terrific as are the strains in sprint racing. Even the heaviest racing men, who, in making a "jump," throw sudden power impulses into the rear wheel such as are impossible to the ordinary rider, find 32 spokes enough. And the most abrupt coaster brake is much easier on a rear wheel than is a rac-

ing man when with rigid drive he suddenly backpedals and "sets" his rear wheel so that it instantly stops. In everything but road jar, the racing bicycle is subject to much harder strains than the ordinary service machine.

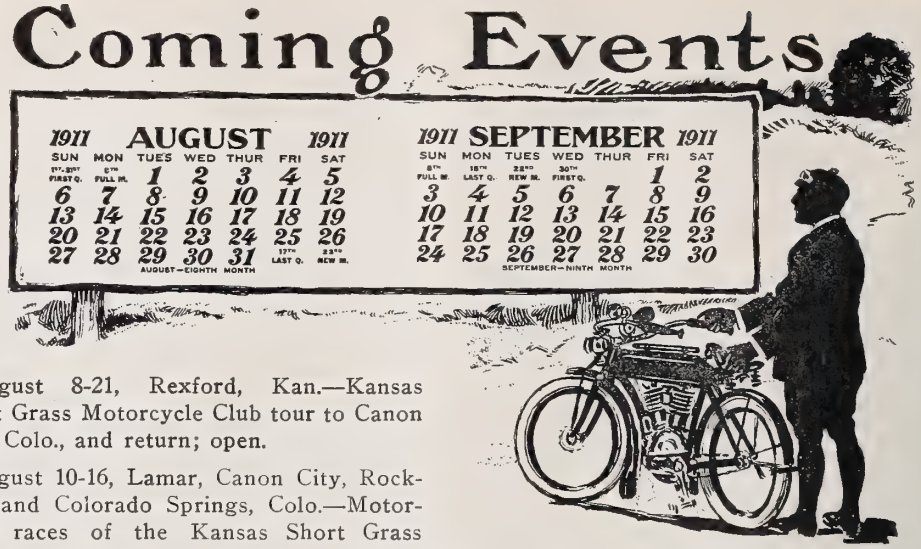
Admittedly the margin of safety is considerably less with 32 spokes in the rear wheel than with 36, but there is good reason to believe that except in very extraordinary cases 32 spokes would be plenty. Nevertheless the manufacturers of bicycles may prefer to overlook the economy of reducing the number of rear wheel spokes, in order to maintain the higher safety margin that comes of 36, at the same time assuming the extra expense involved in adding four spokes to the front wheel for the sake of uniformity. Certain it is that the jobbers have good cause to demand rim interchangeability. They will get it if they fight for it. But it will be the cycle manufacturers who must decide whether 32 or 36 spokes shall prevail.

Two full pages of motorcycle advertising and news items in the Dayton (O.) Daily News of August 3rd, show the degree of popularity which the sport has attained in the Gem City. The occasion for the spread was the racemeet conducted by the local motorcycle club on the 5th inst. Many motorcycle dealers now are taking advertising space as large as, and in some cases much larger, than the motor car dealers, who ordinarily are looked upon as the heaviest users of newspaper advertising.

Although in a long run the tires become considerably heated the cause for this is not well known. The heating is the direct result of the frictional action between the outer shoe and inner tube. It can be avoided to a large degree by rubbing French chalk over the inner tube before it is inserted in the shoe. This serves as a lubricant and reduces the friction between the tube and the shoe, and consequently the amount of heat generated is lessened considerably.

"We have been taking the Bicycle World for the past three years, and if we do not receive it each week we feel lost. We find it to be the best paper in the country today in which bicycles and motorcycles of all descriptions and accessories are advertised, and the only paper to give a full account of all races that are held."—R. L. French & Co., Baltimore, Md.

Coming Events



August 8-21, Rexford, Kan.—Kansas Short Grass Motorcycle Club tour to Canon City, Colo., and return; open.

August 10-16, Lamar, Canon City, Rockford and Colorado Springs, Colo.—Motorcycle races of the Kansas Short Grass Motorcycle Club while on tour.

August 12, Long Branch, N. J.—Motorcycle time trials on beach.

August 13, Toledo, O.—Toledo Motorcycle Club's race meet; open.

August 17, Prairie Depot, Ohio—Motorcycle races; open.

August 19, St. Louis, Mo.—Bicycle races at New Priester's Park; open.

August 19, Indianapolis, Ind.—Indiana Motorcycle Racing Association's racemeet at State fair track.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

August 26, Janesville, Wis.—Janesville Park Association's motorcycle races on speedway.

August 27, Terre Haute, Ind.—Terre Haute Motorcycle Club's 100-mile race; open.

August 30-September 4, Port Richmond, N. Y.—Staten Island Motorcycle Club's races on fair grounds, half-mile track; open.

September 2, Akron, Ohio—Akron Motorcycle Club's race meet; open.

September 2-4, Chicago, Ill.—Motorcycle races at Hawthorne track; auspices of Packers' Business Agents' Association.

September 3, Hicksville, L. I.—Hicksville Athletic Club's cycling carnival.

September 4, Canton, O.—Canton Motorcycle Club's race meet.

September 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

September 4, Marion, Ind.—Marion Motorcycle Club's race meet; open.

September 4, Canton, Ohio—Canton Motorcycle Club's race meet; open.

September 4, La Salle, Ill.—Illinois Valley Motorcycle Club's race meet; open.

September 4, Cedar Rapids, Ia.—Cedar Rapids Motorcycle Club's race meet; open.

September 4, Long Branch, N. J.—Motorcycle time trials.

September 4, Los Angeles, Cal.—Los Angeles Motorcycle Club's racemeet.

September 4, Providence, R. I.—Motorcycle races at Hills Grove track; open.

September 4, Springfield, Mass.—Springfield Motorcycle Club's race meet at Stadium.

September 4, Chicago, Ill.—North Shore Motorcycle Club's race meet at Hawthorne track; open.

September 4, Cortland, N. Y.—Cortland Motorcycle Club's racemeet on half-mile dirt track.

September 4, Springfield, O.—Springfield Motorcycle Club's race meet at Fair Grounds track.

September 4, Toledo, O.—Toledo Bicycle Dealers' second annual 25-mile bicycle handicap road race; open.

September 4, Lima, O.—Allen County Agricultural Society's motorcycle races at county fair grounds; half-mile dirt track.

September 4, St. Louis, Mo.—St. Louis Motorcycle Club's 200 mile road race to Hannibal and return; open.

September 4, Newark, N. J.—New Jersey Motorcycle Club's 12 hour endurance run to Atlantic City and return.

September 4, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's racemeet at Hudson River Driving Park; mile dirt track.

September 4, Chicago, Ill.—Riverview Stadium Motordrome Co.'s race meet on Riverview Stadium; one-third mile board track.

September 4-5, Toledo, O.—Toledo Motorcycle Club's sociability run to Cleveland and return; 241 miles.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

Sept. 25, Detroit, Mich.—Race meet.

Importance of Proper Lubrication—How to Test Oil

It has been stated that next to the conservation of the world's fuel supply there is probably no subject of greater importance in the manufacturing world than the control of waste power caused by imperfect lubrication and needless friction. And if this subject is of such vital importance in the manufacturing world there also are other spheres in which proper lubrication is just as important. In view of the rapidly increasing use of automobiles of the pleasure and commercial variety, the question of the proper lubrication of these vehicles occupies a sphere all by itself and one which is little understood, or even thought about, by a large percentage of owners who prefer to use oils, which, though supposedly suitable, would prove not only unsuitable, but positively harmful, were they subjected to a series of tests which are quite simple enough to be carried out without the use of special apparatus. There are few mechanisms that operate under more difficult conditions than the gasoline engine, and the length of life during which it will give satisfactory service is measured, barring accident, by the ability of its bearing surfaces to withstand wear. Proper lubrication, successfully and constantly applied is unquestionably the greatest factor which makes for long life and economical operation.

Owing to the fact that oils containing animal or vegetable matter leave a large percentage of carbon when burned, one of the prime requisites of cylinder oil is that it shall be of purely mineral origin. Likewise oils derived from an asphaltum base leave more carbon than those derived from a paraffine base. Therefore the next consideration is that the oil shall be of paraffine base. All oils contain carbon to a greater or less extent. The percentage of carbon they contain may be ascertained, but as it entails the use of delicate instruments and a laboratory the integrity of the refiner will have to be relied on in this respect. On evaporation, the oil should show not more than one per cent of carbon, and naturally the less it shows the better.

One of the principal difficulties of proper cylinder lubrication is due to the intense heat in which the lubricant has to perform its functions. Tests have shown that in engines of the water cooled type the temperature of the cylinder walls varies from about 550 to 650 degrees Fahr. and it is reasonably certain that engines of the air cooled type run even hotter. Though the heat is rapidly disseminated, it also is rapidly generated, the heat of the exploding mixture in the cylinders being in the neighborhood of 1,300 degrees Fahr. Some of the lubricant therefore is subjected to the latter temperature while the greater portion of it is exposed to temperatures which rarely drop lower than 550 degrees Fahr. and which occasionally rise as high as 700 degrees Fahr. Therefore it may be seen that a cylinder oil in order to perform efficiently must withstand comparatively high temperatures before vaporizing, in which condition its value as a lubricant is practically nil.

As the result of experiments it has been found that oils which have a flash test of 400 degrees Fahr., which is the temperature at which they give off vapors which will ignite, will remain in a liquid state sufficiently long to perform the lubrication. It devolves, therefore, that another of the principal requisites for a cylinder oil is that its flash point shall not be lower than that temperature. To make the test a closed dish containing a quantity of the oil under test is embedded in sand in a larger dish and the whole placed over the source of heat. The cover of the dish in which the oil is contained is provided with two small holes through one of which a thermometer is inserted. As the oil heats, a match is applied over the remaining hole and the temperature at which the vapor ignites is the flash point of the oil. The burning point or temperature at which the oil will remain lighted usually is from 50 to 60 degrees higher, but as this is dependent on the flash point a consideration of the latter will be sufficient.

The viscosity of oil is, briefly, its thickness or the amount of body it has, which is to say that an oil which is thick and flows slowly is of relatively high viscosity, while thin oil is of low viscosity. As the viscosity of all oils becomes less as the temperature is raised, it is evident that in order to perform efficiently at the high temperatures obtaining in the cylinders an oil must be of comparatively high viscosity. In this respect it is well to remember that the viscosity of oil is not always governed by the temperature and that some oils will be become very much less viscous at lower temperatures than others. Logically the test for viscosity should be made at the temperature at which the oil is to be used, but as this is impracticable in the majority of cases, it will be sufficient to make the test at the temperature of boiling water, which is 212 degrees Fahr.

In making the test the oil may be heated by placing it in a small bottle and immersing it for a few minutes in boiling water. When the oil is hot a small portion of it should be placed in a pipette, which may be obtained from almost any druggists' supply house, and the number of seconds required for it to drop out noted. The same proceeding carried out with the various samples under test will give a comparative idea of the viscosity of the different oils. The oil which shows the greatest viscosity in this test, or, in other words, the oil which requires the greatest number of seconds to flow out of the tube, probably will be the best to use, provided other conditions are equal. In making the test for viscosity it must be borne in mind that oils which are of very high viscosity at high temperatures may be entirely too viscous to flow readily at the ordinary temperatures which obtain in the usual lubricating devices.

The cold test to ascertain the temperature at which the oil ceases to flow also is of value, as the viscosity of oil should not be high enough to prevent it flowing freely in winter temperatures. The congealing point easily may be determined by placing a small bottle of the oil with a thermometer in it in a receptacle containing a mixture of ice and salt and the temperature at which the oil ceases to flow noted. The specific gravity of the oil also is worthy of consideration and may be ascertained with a hydrometer. At 60 degrees Fahr. the specific gravity should be between 0.870 and 0.900.

Thus, summarizing, the best oil to use should be of strictly mineral origin and of paraffine rather than of asphaltum base. It should contain absolutely no animal or vegetable matter and should vaporize at not less than 400 degrees Fahr. At 212 degrees Fahr. the viscosity should be relatively high while at normal temperatures and almost down to the freezing point it should not be high enough to prevent it from flowing freely through oil pipes, etc.

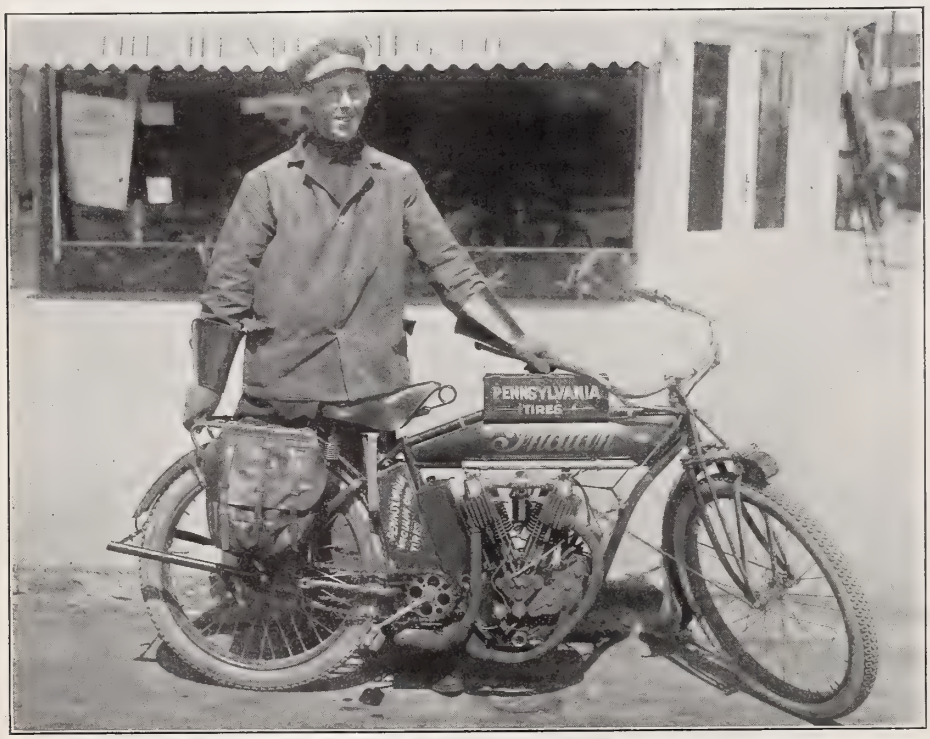
A Gale That Did Not Fulfill Prophecy.

As a rule when gales go on the rampage they usually sweep everything before them, but M. E. Gale, of Angola, N. Y., proves the exception. Gale left Chicago at midnight Sunday, 6th inst., with designs on the Chicago-New York motorcycle record. He expected to reach New York by 9 p. m. Tuesday, 8th inst., which would have given him the record, if accomplished, but rain caught him near Cleveland and put a quietus on his ambitions. Gale reached Cleveland late Tuesday afternoon, way behind schedule, so that the record of 49 hours 40 minutes, held by B. A. Swenson, of Providence, R. I., was not at any time in danger. Gale rode a seven horsepower Emblem.

BEAMAN REACHES NEW YORK CITY

Transcontinentalist Completes Long Ride —Had to Ship His Machine by Train on Two Occasions.

W. C. Beaman, of San Francisco, Cal., who was one of the trio who started across the continent in June, seeking the transcontinental record, brought his journey to an end at Springfield, Mass., on July 18th, 30 days after starting. Beaman gave up his record ambitions in Eastern Wyoming, when an accident forced him to ship his machine to Cheyenne for repairs. Thereafter he took things more easily. Once more he took to the train in Iowa in order to reach Chicago in time to start in the Western tour to Buffalo. While he did not follow the route taken by Volney Davis over the Sierra Nevada Mountains, Beaman did not have any easier going by the route he took. He traveled a northerly course and finding the roads blocked with snow, was forced to ride through the railroad snow sheds.



W. C. BEAMAN, TRANSCONTINENTAL TOURIST

Beaman rode a "7" Indian, shod with Pennsylvania vacuum cup tires. Pounding over the Lucin cut-off, across Great Salt Lake, cut his first pair of tires so badly that he found it advisable to put on a new set at Ogden. He came through on the second set, although they also were severely punished by punctures and rocks. The main object of his trip was to visit his old home in Winchendon, Mass., and, of course, also to say "How'dy" at the Indian factory. When Beaman finally drifted into New York he found Volney Davis here, and the two, after taking in the town, now are touring New England.

Connecticut Law Defines Motorcycle.

Judicial decision has classified the three-wheeled motorette as an automobile instead of a motorcycle in Connecticut. The test case was made recently in a police court in Hartford, Conn., where Judge Walter H. Clark was presiding. The question of classification arose when Howard W. Nichols, one of the employes of the C. W. Kelsey Mfg. Co., drove one of the firm's motorettes at night, without a tail light. Kelsey's contention, at the trial, was that the automobile law of the state, passed in 1909, and still in force, specified that tail lights are required merely for motor vehicles of ten horsepower or more, and that inasmuch as the motorette had but seven horsepower, it was therefore exempt. A fine of $5 was assessed upon Nichols. Kelsey at once gave notice of his determination to appeal the case to the superior court. Meanwhile the new law passed this summer settles the question by defining a motorcycle as "a vehicle having only two wheels in contact with the ground."

To Make Motorcycle Tour in Germany.

Guy Wainwright, son of L. M. Wainwright, of the Diamond Chain Co., Indianapolis, sailed for Germany a few days ago, where he will make a year's motorcycle tour on a Harley-Davidson, which he recently purchased from H. Dipple, the Indianapolis distributor. The machine is fully equipped with extra tires and a full camping outfit, and as Wainwright expects to spend most of his time close to nature he is prepared for all kinds of weather.

ACCIDENT MARS JOILET RACEMEET

Peterson Proves Star Performer—Cooley Brothers Make Fast Time and Win Four Firsts—Good Crowd Present.

Spectacular riding and sharp finishes made motorcycle racing worth while to the spectators at the racemeet of the Wills County Motorcycle Club, which was held at Ingalls Park, Joliet, Ill., on the 30th ult. G. Peterson was the star of the meet, taking three firsts and sundry places. Cooley brothers also shone brightly, A. Cooley taking two firsts and places, while G. Cooley also collected two firsts, including the ten-mile free-for-all, and places. The best time of the day was made by G. Cooley, who won the ten-mile handicap in 10:31, from scratch. The meet was marred by a serious accident, when F. E. Lasser went into the fence in the five-mile handicap. He sustained a torn scalp, fracture of the right leg and internal injuries. Five hundred people were present. Summary:

Five-mile, private owners, 30½-inch class—Won by A. Cooley (Indian); second, J. Lorenzo (Harley-Davidson); third, C. Winkler (Harley-Davidson). Time, 6:31.

Ten-mile handicap, stock machines, 61-inch class—Won by G. Cooley (Merkel), scratch; second, A. Cooley (Indian), 30 seconds. Time, 10:31.

Five-mile handicap—Won by Frank Beck (Merkel), scratch; second, G. Peterson (Indian)), one-half mile. Time, 5:18.

Miss and out—Won by G. Peterson (Indian); second, R. Perry; third, A. Cooley (Indian). Distance, eight miles. Time, 8:28.

Ten-mile, stock machines, 38-inch class—Won by G. Peterson (Indian); second, A. Cooley (Indian); third, A. Eyman. Time, 12:50.

Eight-mile handicap, stock machines, 61-inch class—Won by G. Peterson (Indian); second, G. Cooley (Merkel); third, H. F. Stoll. Time, 9:11.

Six-mile novice—Won by A. Cooley (Indian); second, C. Winkler (Harley-Davidson); third, G. Pubenz. Time, 7:17.

Ten-mile free-for-all—Won by G. Cooley (Merkel); second, H. F. Stoll; third, G. Peterson (Indian). Time, 11:00.

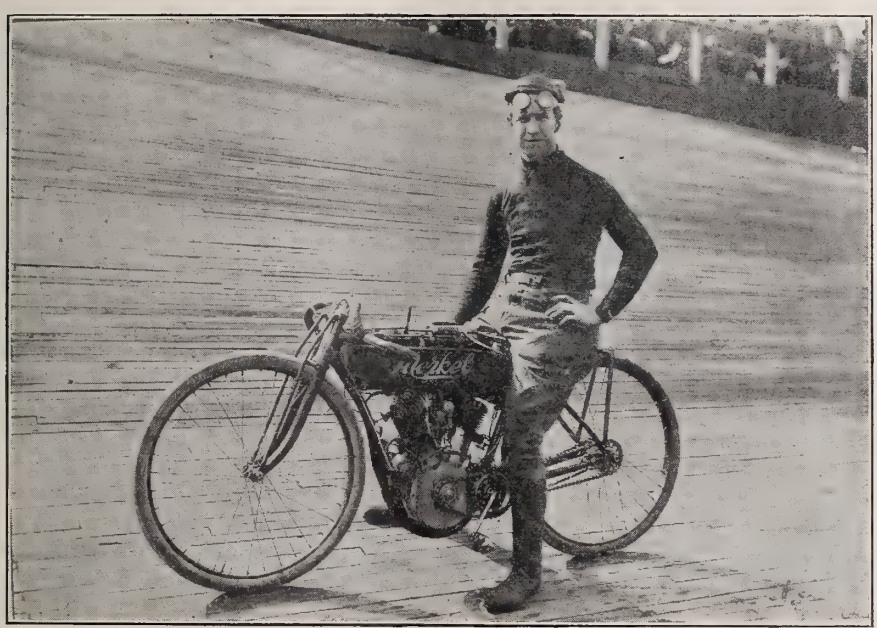
From Springfield to Buffalo on a Tandem.

F. H. Firmin and L. R. Brown, of Springfield, Mass., riding tandem on an Indian "7," left Springfield Sunday morning, 30th ult., and made Buffalo, 405 miles, in two days. They made Utica the first night. Firmin, who is a tester for the Fisk Rubber Co., Chicopee Falls, Mass., claims the New York-Boston motorcycle road record, time, 21 hours 28 minutes. The pair are on a vacation trip. Firmin intimates that he has designs on the 24-hour amateur record and also on creating a six-day record.

THREE DAYS OF BATTLE AT RIVERVIEW STADIUM

Balke and Graves Divide Honors on First Day—Wolters Proves His Mettle and Makes Things Interesting for Professional Stars—Enormous Crowds See Races and Enthusiasm Runs High.

It was pretty much Los Angeles night at the Riverview Stadium, Chicago, on the 2d inst., Charles Balke and M. J. Graves dividing honors in the money races a-la-motorcycle. Graves beat Balke by a couple of thousandths of an inch in one five-mile event, and Balke turned the same trick in the other sprint at the same distance. Arthur Mitchel played second lieutenant to Graves in worrying Balke, whom they had sandwiched between them. Once he got clear of the pocket, but the other time Graves just nosed him out at the line. Wenk, on a Thor, salted away the five-mile amateur race, and William Walsh took Joe Wolter's measure in straight heats of a match. As usual the attendance was up in five figures. Summary:



ARTHUR MITCHEL, STAR OF SATURDAY'S RACES

Five-mile amateur—Won by Wenk (Thor); second, Williamson (Excelsior); third, Schadt (Harley-Davidson). Time, 5:14.

Five-mile professional—Won by M. J. Graves (Merkel); second, Charles Balke (Indian); third, Arthur Mitchel (Merkel). Time, 3:41⅕.

Five-mile open, professional—Won by Balke (Indian); second, Graves (Merkel); third, Mitchel (Merkel). Time, 3:44⅖.

Three-mile match, William Walsh vs. Joseph Wolters, best two in three—First heat won by Walsh. Time, 2:19. Second heat and match won by Walsh, Time, 2:15.

Saturday, August 5th.

An audience which taxed the capacity of the new stadium at Riverview Park, Chicago, on Saturday evening, the 5th inst., was aroused to a high pitch of enthusiasm over the introduction of a brand new Excelsior machine of seven horsepower, driven by Joe Wolters, and he almost cleaned up the program of events. Wolters caught the decision four times, was second once and third once, never being out of the money in any race or heat he entered. Heretofore the Indian and Merkle riders have left Wolters in the ruck, but from now on the Chicago boy promises to make things interesting for Balke, Hasha, Mitchel, Graves, Chapple and the other speed bugs.

Mitchel won the five-mile pro, while Wenk took the amateur feature and Graves the final event of the night, the Splitdorf sweepsteakes, a five-mile event. The summaries:

Five-mile amateur—Won by Wenk (Thor); second, Williamson (Excelsior); third, Mitchell (M. & M.). Time, 5:19.

Five-mile professional—First heat, three miles—Won by Wolters (Excelsior); second, Mitchel (Merkel); third, Chapple (Merkel). Time, 2:17. Second heat, three miles—Won by Graves (Merkel); second, Balke (Indian); third, Edwards (Merkel). Time, 2:12. Final, five miles—Won by Mitchel (Merkel); second, Balke (Indian); third, Wolters (Excelsior). Time, 3.39⅗.

Match race, best two out of three heats; two miles—First heat won by Wolters (Excelsior). Time, 1:28⅗. Chapple lost a tire. Second heat won by Wolters (Excelsior). Time 1:28⅖.

Splitdorf sweepstakes, five miles, three heats, first two three miles, final five miles—First heat won by Wolters (Excelsior); second, Balke (Indian). Time 2:16. Second heat won by Graves (Merkel); second, Edwards (Merkel). Time 2:22. Final won by Graves (Merkel); second, Edwards (Merkel). Time 3:40⅗.

Sunday, August 6th.

Arthur Mitchel and Joe Wolters were the stars of the racing at the Riverview the next evening, Sunday, before the largest crowd of excited spectators that had yet been in attendance. That motorcycle racing has been made popular by the construction of a safe and sane track is evidenced by the constantly developing enthusiasm in and around Chicago and by the class of spectators who appear nightly. The stands are filled each night practically to their full capacity and no place of amusement in Chicago is supported by a better class of people.

Wolters on Sunday made the fastest time of the evening's races, peeling off three miles in 2:10, in the first heat of the opening five-mile pro. He defeated Balke by a narrow margin and his Excelsior showed even better speed than on its initial appearance on Saturday.

Mitchel, riding a Merkel, garnered first place in both five-mile professional races, but his margin over Wolters on an Excelsior in the first race was nothing to brag about. In the second contest Balke, on an Indian, nosed out Wolters for the place, with Mitchel leading both by a few inches only.

Curt Edwards, of Salt Lake City, riding a Merkel, won two straight heats in a match race against Willie Walsh, of Chicago, on a Harley-Davidson, but the speed of the match contest did not equal the bustling pace of some of the open races. Wenk, riding a Thor, captured the amateur feature of the programme. The summaries:

Five-mile amateur—Won by Wenk (Thor); second, Mitchel (Merkel); third, Williamson (Excelsior). Time, 5:01⅗.

Five-mile open; three-mile trial heats—First heat won by Wolters (Excelsior); second, Balke (Indian); third, Chapple Merkel). Time, 2:10. Second heat won by Graves (Merkel); second, Mitchel (Merkel); third, Edwards (Merkel). Time, 2:12⅕. Final heat won by Mitchel (Merkel); second, Wolters (Excelsior); third, Balke (Indian). Time 3:38⅕.

Match race, Walsh vs. Edwards, best two

in three heats, two miles each—Edwards won two straight heats, first in 1:37⅕, second in 1:37.

Riverview sweepstakes, five miles—First heat, three miles, won by Mitchell (Merkel); second, Walters (Excelsior); third, Edwards (Merkel). Time, 2:13⅗. Second heat, three miles, won by Balke (Indian); second, Chapple (Merkel); third, Walsh (Harley-Davidson). Time 2:13⅘. Final won by Mitchel (Merkel); second, Balke (Indian); third, Wolters (Excelsior). Time, 3:40⅗.

New Five Mile Record at Chicago.

Arthur Mitchel, of New Orleans, riding a Merkel, established a new five mile record for the new stadium at Riverview Park, Chicago, on the 9th inst., covering the distance in three minutes, thirty-four and two-fifths seconds, a pace of about 85 miles an hour. The event in which the record was established was the Frank Chance sweepstakes for professionals, and in the final Graves. The leader of the Chicago baseball team, for whom the event was named, was present, and started the riders off with a shot from a pistol, and the speed boys got away to a remarkably fast start, which they maintained throughout the race. Mitchel sceured the pole and kept it all the way, but Wolters, on an Excelsior, and Graves, on a Merkel, pressed him closely from start to finish. Balke's machine was not working with its accustomed accuracy, but he kept close after the flying trio, although unable to get around the group.

Summary:

Five mile amateur—Won by Wenk (Thor); second, Mitchel (M. M.); third, McCullough (Indian). Time, 5:00⅘.

Three mile professional—Won by M. J. Graves (Merkel); second, Charles Balke (Indian); third Joseph Wolters (Excelsior).

Final heat, Albright-Chapple match, two miles—Won by Albright (Indian); second, Chapple (Merkel). Time, 1:30⅗.

Five mile, Chance sweepstakes—Won by A. Mitchel (Merkel); second, J. Wolters (Excelsior); third, M. J. Graves (Merkel). Time, 3:34⅖.

Controversy Over DeRosier's Records.

Delicate questions have come up concerning the acceptance of foreign motorcycle records in this country as a result of the recent breaking of the American records by Jacob DeRosier in time trials at Brooklands, England. Riding his famous Indian No. "21," DeRosier went against the kilometer and mile records on July 8. His time for the kilometer was 26⅕ seconds, and the mile was flashed in 41⅕ seconds. Neither of these figures were new records, however, the kilometer time being three-fifths of a second slower than the present foreign accepted record of 25⅗ seconds, made by Cissac in 1905. The mile figures tied DeRosier's American record for the same distance. Although these performances were not record breaking they proved to the English doubters that the alleged miraculous records made in this country were not "paper" records but real ones.

On July 17, DeRosier's machine was measured officially by T. W. Loughborough, a mechanical engineer, official measurer of the Auto Cycle Union, and secretary of the British Motor Cycle Racing Club. The certificate of measurement filed by the official measurer gives the dimensions of "21" as follows: Bore, 3.25 inches; stroke, 3.617 inches; piston displacement, 60.038 cubic inches. Determined to take another shot at the records before he left for home, DeRosier again went against the kilometer and mile marks at Brooklands on August 4, the day before he sailed. This time he hit the bull's eye twice, knocking out a kilometer in 25⅕ secands, two-fifths of a second better than the record, and shaving the mile from 41⅕ to 40⅘ seconds, a reduction of two-fifths of a second. It does not appear that his machine was again measured after this second trial, and neither trial was sanctioned by the F. A. M. or conducted under the conditions which it imposes for record trials in this country.

However, in some quarters it is maintained that at least the kilometer figures made by DeRosier should be accepted as the record in preference to the Cissac performance. In support of this contention it is pointed out that DeRosier's machine was within the international displacement limit, whereas it is alleged that the machine which Cissac rode was of 12 or 14 horsepower and way beyond the engine limit permitted. It also is claimed that Cissac's record was made on a down grade. DeRosier has stated that he will claim the kilometer record but says nothing about insisting that his new mile figures be accepted as a record instead of the present figures which he set up. In any event he still holds the mile record. at least the American mile record, and if the new Brooklands figures are accepted in this country, he justly may claim the world's mile record. Similarly with the kilometer record.

Concerning the acceptance of foreign motorcycle records, Chairman Thornley, of the F. A. M. Competition Committee, has the following to say:

"It should be understood that no foreign motorcycle records ever have been recognized or accepted by the F. A. M. While alleged foreign motorcycle records have been published in conjunction with the American records this was done as a matter of information only, and such figures are not to be classed with American records. The F. A. M. knows no records other than those made in this country.

"Regarding any records which DeRosier is alleged to have made abroad, they will have to be accepted by the Auto-Cycle Union before I even will consider them. If the Auto-Cycle Union is willing to accept as records and performances made by DeRosier in England, I, as a matter of courtesy, would be willing to accept their verdict and classify such performances as 'records made in England.'

"It should be understood very clearly that the F. A. M. and the A. C. U. are not affiliated in any way, and that neither body has accepted any records which have been made under the supervision of the other. Furthermore, any records made abroad by DeRosier were not made under F. A. M. sanction, or under the conditions required for all record trials in this country. I have not the least doubt but that the British officials can certify as to the accuracy of any performance which DeRosier is stated to have made, but I will not accept records made under one set of conditions here and under another set of conditions abroad.

"Any foreign records which I may accept will be designated as 'made abroad,' and will have a separate classification. They will not be considered on a par with American records, because they were not made under the same conditions, and a foreign record cannot be put up for competition in this country."

Excelsiors Clean Up at Roswell Park.

Motorcycles shared honors with aeroplanes at the carnival celebration at Roswell Park, Colorado Springs, Colo., on the 2d and 3d inst. On the first day Frank Stratton, riding an Excelsior, was the star, winning two firsts and breaking the local track record for the ditsance, it was claimed. On the second day George Wilson, on an Excelsior, won the five and one-half-mile event, and Alva Stratton captured the two-mile race. He also was Excelsior mounted. The track was rough and in poor shape, but the riders did not hesitate to take chances, and some highly exciting competition resulted. The attendance was large.

Revising F. A. M. Competition Rules.

At the meeting of the F. A. M. competition rules revision committee, held in Atlantic City, N. J., on the 2nd inst., after several hours of fruitless discussion on what ought to be revised and how it ought to be done, it finally was agreed to let a sub-committee, consisting of J. P. Thornley, J. Leo Sauer and R. S. Morton, redraft the competition rules as it saw fit, and submit its work to the committee of the whole for further action. It is quite improbable that the new competition rules will be ready for adoption before next spring at the earliest.

Anderson Resigns Vice-Presidency.

J. Boyd Anderson, of Elizabeth City, N. C., who was elected vice president for the Peninsular District, at the F. A. M. meet in Buffalo, has tendered his resignation to President Hamilton, stating that business necessitates his removal from the Peninsular District. According to the constitution Boyd's successor will be chosen by the Board of Directors.

ROUGH GOING ON TERRE HAUTE HILL

Casebeer Flies Up in Seventeen Seconds—McMillan Captures Event for Belt Machines—Last Year's Record Stands.

Over a course which was too rough to permit record time the members of the Terre Haute Motorcycle Club held a successful hill climb on last Sunday, at Forest Park, at Terre Haute, Ind. On account of the condition of the course there was no danger at any time of Frank Marshall's record, which was made a year ago, being shattered. Forrest Casebeer, on an Indian "7" made the ascent in 17 seconds and this was the best time attained during the afternoon. Casebeer carried off first places in the 54 and 61 class events.

However, "Jake" Forest Troutman was the star of the meet. On a four-horse Indian "Jake" took first prize in his own class and finished ahead of all but one of the big machines in the twin class.

The star track rider from Vincennes, Ind., McMillan, on an Excelsior, who had cleaned up in races at Vincennes on last Saturday at a district meet, broke a front wheel on his first trial up the hill, but he again entered the contest after repairs were made and succeeded in taking first place in the 30½-belt class. Frank Marshall, the Terre Haute champion, did not enter the climbs, but rode two exhibition runs up the hill, making no attempt, however, to beat his record. Summaries:

30½ class (belt)—Won by McMillan (Excelsior); second, Acton (Merkel); third, Sam Troutman (Harley-Davidson). Time 22 seconds.

30½ class (chain)—Won by Forest Troutman (Indian); second, J. Rousch (Indian). Time, 20⅘ seconds.

54 class—Won by Forest Casebeer (Indian); second, Forest Troutman (4 h. p. Indian); third, B. Rogers (Harley-Davidson). Time 17⅕ seconds.

61 class—Won by Casebeer (Indian); second, F. Troutman (Indian); third, B. Rogers (Harley-Davidson). Time, 17 seconds.

Riders Must Show F. A. M. Cards.

"Tickets. Show your tickets. Have your tickets ready," all familiar commands to those who have attended circuses, theaters and other amusement gatherings, now will ring on the ears of racing motorcyclists as they come to the line for a race. This is in accordance with the latest edict from the office of Chairman Thornley of the F. A. M. competition committee, that hereafter the referees at all sanctioned contests shall see that all riders produce their F. A. M. membership cards before they start in a race. Some one apparently has been "wirelessing" to the chairman that riders have been coming to race meets without their cards and that consequently there has been no way to ascertain on the spot the eligibility of the rider to compete. In the same boat is another class of riders, who take their time about sending in their dollar for renewal of their membership, and sometimes they take so much time that they are far in arrears for dues, the meanwhile nonchalantly appearing to ride at races. To put a stop to all this and prevent non-members of the F. A. M. from getting away with prizes or from competing at all the "CCC" says:

"Be it resolved, and it is so ordered, that from now on all riders are warned that their F. A. M. membership must be paid up to and including the day upon which they intend to race. Any rider whose membership has lapsed and who competes and wins a prize will, upon a protest being filed, forfeit his prize and be disqualified. Also if it is shown that a man who is not in good standing competes, and wins and accepts a prize, he will be suspended for a term that will make him very, very tired of playing the role of spectator exclusively."

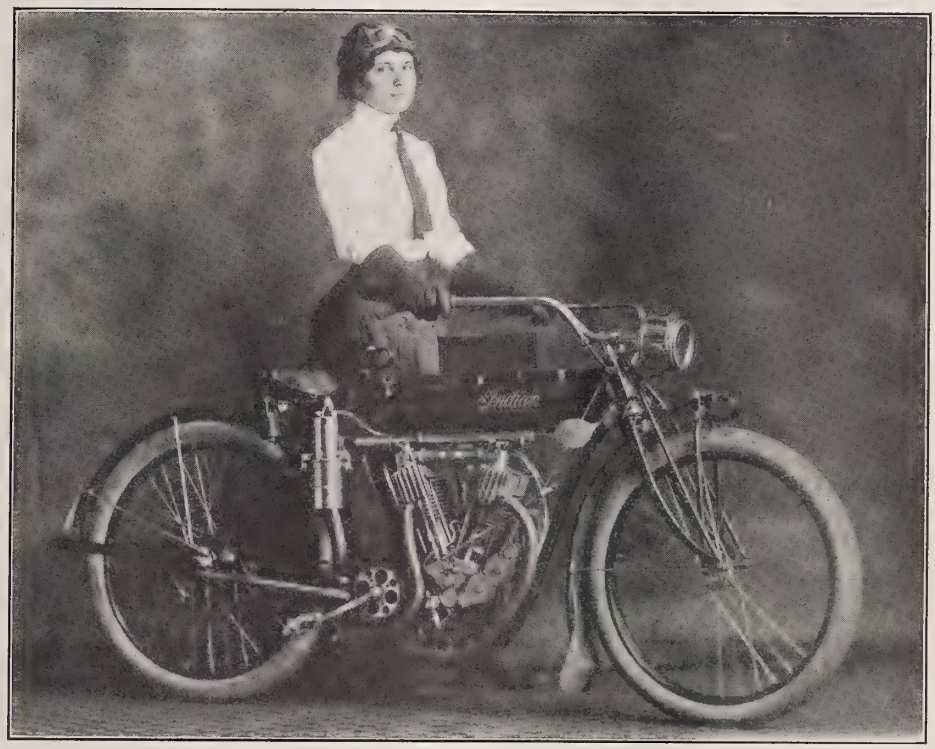
Collier's Friends Want Return Match.

There are at least two English motorcyclists who are not satisfied with the outcome of the DeRosier-Collier match, and want to see another one staged. They believe that the bad luck experienced in different heats by both men had considerable to do with the final outcome, and think that in another meeting the result would be different. As evidence of their sportsmanship they have posted with "The Motor Cycle" the sum of $250 to be used as prize money, if the match can be made. Unfortunately DeRosier has sailed for home, so for the present there will be "nothing doing."

NEW AMAZON HURLS CHALLENGE

Gentle Sex to Have a Motorcycle "Championship" of Its Own—Miss Dolly Adelman the Present Aspirant.

Feminine American motorcyclists, the most prominent of whom are Clara Wagner of St. Paul, Minn.; Blanche Roscoe, New York City, and Sylvia Michel, Baltimore, Md., will have to look to their laurels, for a new rival has appeared in the person of Dolly Adelman, of Columbus, Ohio, who issues a sweeping challenge to any and all of her motorcycling sisters. Miss Adelman wants the feminine motorcycle championship, and in order to get it she offers to race any other fair aspirant who may be disposed to dispute her claim. Miss Adelman is not at all averse to taking cash and being classed as a professional. If any other girl accepts her challenge Miss Dolly proposes that the championship races be held at Columbus, where, she says, a good track can be secured. She is willing to attend to all arrangements and split the profits even with her rival or rivals, with one exception, however. That is that the winner is to receive a silver cup valued at $50 and be entitled to claim the championship. She also is willing to ride exhibitions, and already has done so at the race meet held in her home town on the 23d ult., at which 12,000 people were present. However, she is willing that the championship match be held at any place suitable to the other party. Miss Dolly uses a "7" Indian and for a riding costume wears a divided skirt.



MISS DOLLY ADELMAN, OF COLUMBUS, OHIO.

NEW INTER-CITY TIME ESTABLISHED

Hawkins and Reschel, Cleveland Motorcyclists, by Continuous Riding, Make Remarkable Time to Metropolis.

Starting from Cleveland on July 20th at 3 a. m., with the avowed intention of riding to New York City within 36 hours, E. J. Hawkins and Edward Reschel, both of the City-by-the-Lake, realized their desire by arriving at their destination at 3:40 p. m. the following day, thus having 20 minutes to spare after allowing for the difference in time.

The net time of 35 hours and 40 minutes is really remarkable for the distance, 700 miles, averaging nearly 20 miles per hour, across country, and through several cities of considerable size, necessitating careful riding and slow running to comply with city speed ordinances. Personally they were little the worse for wear, although having been required to be in the saddle practically continuously for 35 hours, and in addition having encountered a rain storm in Central New York which stayed with them for eight hours, and also running through a dense fog of about seven hours' duration, through the Mohawk Valley.



E. J. HAWKINS AND EDWARD RESCHEL, CLEVELAND TO NEW YORK RIDERS

Incidentally Hawkins and Reschel added considerably to the laurels they already held at this style of riding, they having successfully performed a feat of like nature on June 24th, in a round trip between Cleveland and Buffalo, at that time carrying messages for the editors of two well-known local papers. Incidentally on the Cleveland-New York trip they also bore a similar message from the Cleveland Leader to the New York Times, demonstrating the utility of motorcycles for courier purposes, should other means of communication, for any reason, be out of commission.

In this record breaking performance Hawkins and Reschel rode Thor IV stock machines, shod with Empire tires. The same machines and tires were used throughout the entire trip. Both mounts were equipped with the Thor free engine clutches, which feature no doubt aided not a little in the successful consummation of their attempt, as did also the fact that no tire or motor troubles whatever were experienced at any time in the entire thirty-six hour run, which no doubt saved them many minutes' time.

Indiana Motorcyclists Outgrow Quarters.

The Indiana Motorcycle Club of Indianapolis, in keeping with its ever progressive spirit, has moved into a larger and more commodious club house, directly across the street from its old quarters, where it will be better equipped and even more willing than heretofore to entertain motorcyclists of Indianapolis and visitors from out of town. The new building has been remodeled for the club and contains six large rooms. The front door opens into a large assembly room, where there may be found a pianola, reading table, pool and card tables and plenty of comfortable chairs. The walls are covered with photographs and drawings of interest to motorcyclists and strung with dozens of pennants. The other rooms will be used for directors' meetings, a secretary's office and a den, leaving two rooms for the use of the caretakers, who are on the premises at all times. In the rear of the house there is a large yard, where a motorcycle shed will be built.

LINES DRAWN CLOSER IN CONNETICUT

New Laws Now Operative Liberal in Some Respects—Sensible Restrictions—Open Mufflers and Sirens Under Ban.

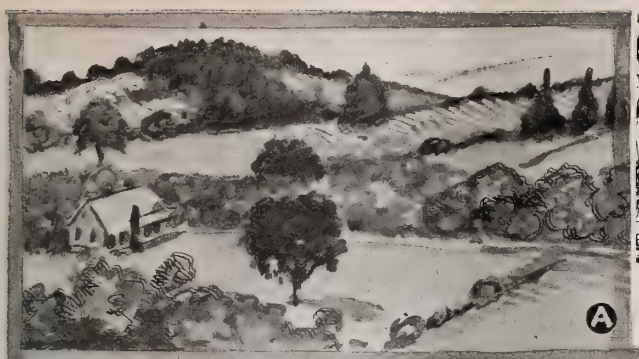
By the provisions of the new Connecticut automobile law, passed by the Legislature last winter, which went into effect on August 1, it will cost more to operate a motorcycle in the Nutmeg State than heretofore, and greater burdens are placed on dealers in such vehicles. Connecticut always has included motorcycles in its automobile regulations, but the restrictions which have been placed on them have been quite liberal, in comparison with the laws of most other States.

As previously, motorcycles still are specifically defined as a motor vehicle having not more than two wheels in contact with the ground. Therefore, when a fore car, or side car, is attached to a motorcycle the vehicle ceases to be a motorcycle and becomes a motor vehicle and subject to all the regulations which apply to motor cars. The registration fee for motorcycles owned by private parties has been increased from one to two dollars.

The size of numbers also has been raised from one inch figures to figures two and one-half inches high, and must be carried on plates to be furnished by the Secretary of State. The age limit for applicants for operators' licenses, which all motorcyclists are required to take out, has been raised from 16 to 18 years. Dealers must pay $10 registration for every motorcycle owned by them. Mufflers must be kept closed at all times, and the use of siren horns, which includes whistles and exhaust horns, is forbidden. On the first day of January of each year motorcycle dealers must file with the Secretary of State a sworn statement of the number of motorcycles transferred to them and by them to others in the period since the last preceding statement.

Governor Busy on Motor Tax Law.

Governor Hoke Smith, of Georgia, who has refused to take his seat in the United States Senate until December 1st, claiming that he desires to accomplish something as Governor before relinquishing that office, has stirred the motorcyclists and automobilists of the State to action by giving notice that he is preparing a special message to the State Legislature calling for the passing of a law which will tax the owners one dollar per horsepower on their machines. Governor Smith states as his reason for this action that the State is spending a great deal of money for improving the roads and as the motorcyclists and automobilists receive the greatest benefits from this improvement they should bear part of the expense. The Savannah Motorcycle Club is endeavoring, however, to change the Governor's mind.



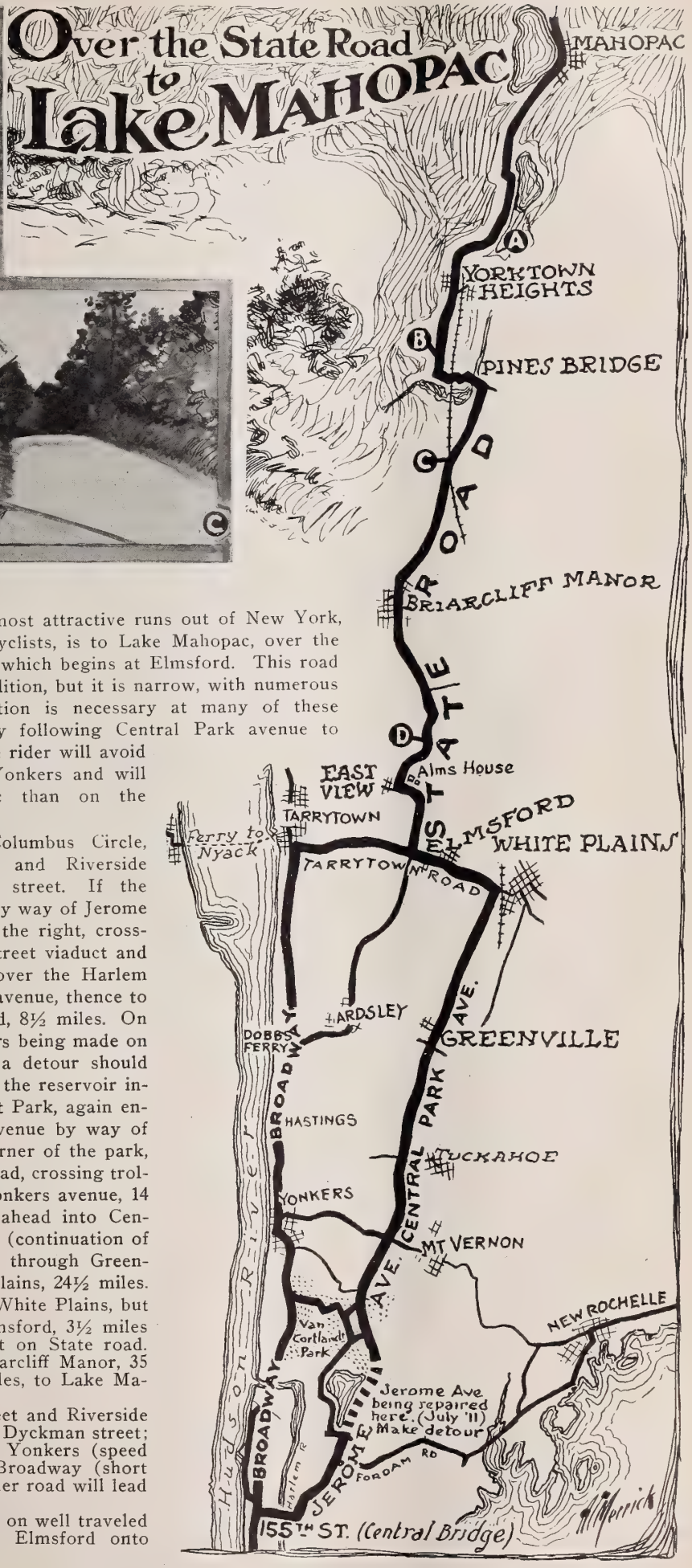






(A) North of Yorktown Heights.
(B) Foot of Hill, North of Pine Bridge.
(C) Dangerous Grade Crossing.
(D) Looking South, near East View.

Over the State Road to Lake MAHOPAC



ONE of the most attractive runs out of New York, for motorcyclists, is to Lake Mahopac, over the State Road, which begins at Elmsford. This road is in perfect condition, but it is narrow, with numerous curves, and caption is necessary at many of these sharp turns. By following Central Park avenue to White Plains the rider will avoid going through Yonkers and will find less traffic than on the Broadway route.

Starting at Columbus Circle, take Broadway and Riverside Drive to 157th street. If the route chosen is by way of Jerome avenue, keep to the right, crossing over 155th street viaduct and Central Bridge over the Harlem river to Jerome avenue, thence to Kingsbridge road, 8½ miles. On account of repairs being made on Jerome avenue, a detour should be made around the reservoir into Van Cortlandt Park, again entering Jerome avenue by way of the northeast corner of the park, then straight ahead, crossing trolley tracks on Yonkers avenue, 14 miles. Straight ahead into Central Park avenue (continuation of Jerome avenue), through Greenville to White Plains, 24½ miles.

Do not enter White Plains, but turn immediately left on Tarrytown road, through Elmsford, 3½ miles from White Plains, to cross roads, where turn to right on State road. From here on the road is easily followed through Briarcliff Manor, 35 miles; Pine Bridge, 42 miles; Yorktown Heights, 45 miles, to Lake Mahopac, 54½ miles from New York.

The alternate route by Broadway.—From 157th street and Riverside Drive, keep left on Drive until it ends at Broadway and Dyckman street; continue on Broadway, past Van Cortlandt Park, into Yonkers (speed laws enforced), across Getty Square, taking North Broadway (short steep hill), or past Manor Hall, Warburton avenue, either road will lead to main road through Dobbs Ferry and Irvington.

Just before entering center of Tarrytown turn right on well traveled road marked "Elmsford—White Plains," turn left at Elmsford onto State road for Lake Mahopac.

MANY INJURIES AT FOND DU LAC

Three Riders Hurt in Club's Race Meet—Despite Painful Wound Wade Lands Two Firsts—Big Crowd Present.

Blinding dust almost converted the motorcycle race meet of the Fond du Lac (Wis.) Motorcycle Club at the fair grounds track on the 30th ult., into a slaughter field, three riders going to the hospital for repairs. Walter Smick was the first to get lost in the dust and butted the fence. He sustained a fractured shoulder and internal injuries. William Keck was the next to go on the casualty list. He tumbled on a turn and drew a wrenched shoulder from the spill. Before the meet began, C. Wade fell from his machine and his goggles inflicted a bad gash under his left eye. Despite the accidents, there was some hammer and tongs racing, in which E. J. Nelson, a visitor from Manitowoc, starred. He took three firsts, including the feature races. Twenty-five hundred people witnessed the events.

Summary:

Three mile novice—Won by Carl Oaks (Harley-Davidson); second, Walter Smick (Merkel); third, William Keck (Thor). Time, 4:28.

Five mile free-for-all—Won by E. J. Nelson (Indian); second, Clyde Oaks (Harley-Davidson); third Carl Oaks (Harley-Davidson). Time, 7:12⅗.

Five mile open—Won by E. J. Nelson (Indian); second, William Beck (Thor); third, Howard Shiels (Harley-Davidson). Time, 7:17.

Five mile free-for-all—Won by E. J. Nelson (Indian); second, C. Wade (Indian); third, Howard Shiels (Harley-Davidson). Time, 7:07.

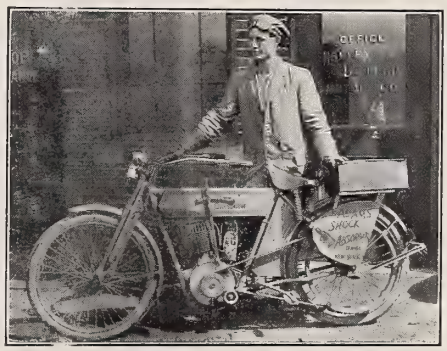
Ten mile free-for-all—Won by E. J. Nelson (Indian); second, C. Wade (Indian); third, Carl Oaks (Harley-Davidson). Time, 14:10.

Sulphuric Acid Burns Toronto Rider.

Alex McLean, a prominent member of the Toronto Motorcycle Club, was the victim of a most unusual accident on the 20th of July, when he ran into a stream of deadly oil of vitriol which had spilled from a passing wagon. McLean's machine skidded and down went the rider into the terrible acid, falling beneath his motor in such a manner that he could not get up. The awful fluid soaked into his clothing, burning its way through the cloth and into his flesh before he could be rescued from his position on the pavement, and if it had not been for a nearby fountain, in to which he was ducked, the worst might have happened. As it was, his face, right side and hands were severely burned, while the tires of his motorcycle were eaten away. Besides McLean, several rescuers were badly burned. A barefoot boy ran to the spot and immediately the acid began to eat his feet, and he, too, required medical assistance. A number of others had their hands burned, while the soles of the shoes of several were destroyed. Not long after the accident the acid had eaten almost through the pavement, the marks being easily discernible for several days, until the street department took the necessary steps to repair the dangerous spot.

Vacation Trip on Motorcycle.

At this season of the year reports of pleasure trips on motorcycles are coming in with increasing frequency, among the number being a very interesting tour just completed by C. R. Bechtol, starting at Galion, Ohio, through parts of three states to Marengo, Ill., covering 583 miles. Mounted on a Harley-Davidson he rode from Galion through Bucyrus, Marion, Kenton and Lima of the Buckeye State, where practically all the highways are fine



C. R. BECHTOL, OF GALION, O.

stone roads; thence to Ft. Wayne, Ind., and on to Chicago via Goshen, South Bend and Michigan City; the roadbed between these latter points being gravel and at several places quite heavy with sand, particularly where the road lay comparatively close to the lake shore, his nobby tread tires standing him in good stead in these places. But Bechtol found these slight discomforts were more than overbalanced by the pleasant attitude of the farmers in the sections through which he passed, and the assistance rendered and entertainment furnished by fellow traveling motorcyclists and resident club members, the latter notably at Hammond, Ind., and the South Side Motorcycle Club of Chicago.

After making a tour of the Windy City Parks, "the morning after" the trip was again resumed out Lake street through Maywood over excellent oiled roads to Elgin, Ill., where a two days' visit was enjoyed, following which a run was made to Rockford for the motorcycle race meet in progress there, and then a slight doubling back to the destination at Marengo.

Mr. Bechtol enjoyed the trip thoroughly, having had no tire or motor repairs, or, in fact, anything of a nature to mar the pleasure in any way, during the entire four days of actual riding—a record he has reason to be proud of.

MOTORCYCLES ARE TOO NOISY

Tacoma Authorities to Fight the "Nuisance"—Speed Limit to be Enforced in Mt. Tacoma National Park.

Tacoma's City Attorney, Mr. Carnahan, states that Tacoma's motorcycles are making too much noise as they take the hills around the city, and has drafted a nuisance ordinance, stating that they must be muffled; also that horns be used only when absolutely necessary.

Reckless driving of motorcycles on the roads of Pierce county will be stopped by the County Commissioners. So long unused that most official shad forgotten such a statute existed, the county board on July 29th decided to enforce the law setting a speed limit of 24 miles an hour outside the limits of cities. Sheriff Longmire has put a special officer on a fast motorcycle on the road to Mt. Tacoma to stop speeders, and he will patrol the road constantly in the future. On the Mt. Tacoma road motorcycles will be allowed to travel 10 miles an hour between Alder and Elbe, where formerly but eight miles was allowed. Superintendent Edward Hall, of the Mt. Tacoma National Park, has promised to investigate all cases of speeding in the park and to cancel permits and eject such machines. There is a penalty of not more than $100 fine or three months' imprisonment for violations of the law.

Identification Cards for "Indians."

Indian racing men, some of them at least, now carry identification cards for use when credulous persons decline to take their word that they are who they claim to be. It came about as a result of an experience which befell Frank Hart at Buffalo during the F. A. M. meet. Hart walked into the Indian agency and asked where the racing machines were. The agent did not know Hart and, suspicious that some rival might want to put a "sugar pill" in the cylinders, brusquely inquired who Hart might be and what business he had concerning the Indian machines. Thereupon Hart revealed his identity, but he had to prove it before he was accepted at face value, and permitted to browse around the racers.

"Single Cylinder Records" Not Recognized.

In behalf of "Shorty" Matthews, Sales Manager Roberts, of the Aurora Automatic Machinery Co., Chicago, Ill., claims the world's five-mile motorcycle record for single cylinder machines. The time claimed as a record is 4:11⅕, but in the F. A. M. competition rules there is no such classification as single cylinder or multi-cylinder records. The only official and recognized records are those made by machines having a piston displacement of 61 cubic inches or less, regardless of the horsepower or number of cylinders.

F. A. M. MEMBERSHIP INCREASING

During July 655 Applications Were Received by Secretary Gibson, Bringing the Total Over the 10,000 Mark.

New membership statistics for July just issued by Secretary Gibson, of the F. A. M., show that 655 new members were added to the roll during the month, bringing the organization above 10,000. Under the new district classification the Lake district led in recruiting new members, sending in 266, while the Atlantic district was second with 136. The State honors went to Ohio, which contributed 133 new members. The increase by districts and States is as follows:

New England District—Maine, 1; New Hampshire, 1; Massachusetts, 54; Rhode Island, 2; Connecticut, 9. Total, 67.

Atlantic District—New York, 75; New Jersey, 6; Pennsylvania, 21; Maryland, 30; District of Columbia, 3; West Virginia, 1. Total, 136.

Lake District—Ohio, 133; Michigan, 3; Illinois, 58; Indiana, 44; Missouri, 18; Wisconsin, 10. Total, 266.

Peninsula District—North Carolina, 1; Florida, 6; Alabama, 4. Total, 11.

Gulf District—Texas, 2; Kentucky, 3. Total, 5.

Central District—Minnesota, 7; North Dakota, 1; South Dakota, 2; Nebraska, 3; Kansas, 20; Iowa, 7. Total, 40.

Southwestern District—California, 40; Utah, 8; Colorado, 67; Arizona, 1. Total, 116.

Pacific District—Idaho, 1; Oregon, 4; Washington, 8. Total, 13.

Canadian District—1. Grand total, 655.

Of the new members, 479 belonged to affiliated clubs and 176 to unaffiliated clubs. The renewals were 136.

Chairman Reports Many Affiliations.

Latest F. A. M. club affiliations reported by Chairman Estabrook are as follows: No. 165, Oberlin (O.) Motorcycle Club, 17 men; No. 166 (Piqua (O.) Motorcycle Club, 21 men; No. 167, Lawrence (Kan.) Motorcycle Club, 12 men; No. 168, Lynn (Mass.) Motorcycle Club, 55 men; No. 169, Lima (O.) Motorcycle Club, 52 men; No. 170, Bakersfield (Cal.) Motorcycle Club, 14 men; No. 171, Staten Island Motorcycle Club, 20 men; No. 173, Hagerstown (Md.) Motorcycle Club, 24 men; No. 174, Sunville Motorcycle Club, Pueblo, Colo., 60 men. The Oberlin, Piqua, Lynn, Lima, Bakersfield and Sunville clubs are 100 per cent. Half the riders in Pueblo, Colo., are members of the Sunville club.

A. F. Griebel, of Little Rock, Ark., reports the organization of the Little Rock Motorcycle Club, which will affiliate shortly. Thirteen members signed the charter, which is being held open for the convenience of some prospective members, who were unable to be present at the organization meeting. Griebel was elected president as a reward for his work, and Zebulon Ward, Jr., holds down the secretarial job.

Recruiting work for F. A. M. clubs in their respective cities and towns is reported by the following: Walter J. Reynolds, Lincoln, Neb.; Charles E. Kemston, Brooklyn, N. Y.; George B. Merrill, North East, Pa.; Emery E. Egge, Montgomery, Ala., and R. Douglas Boyd, Gloversville, N. Y.

R. P. Molitor, of Santa Cruz, Cal., has the honor of holding F. A. M. membership card No. 10,000. It was issued to him on July 26.

Luby Rides form Denver to New York.

George H. Luby, of Denver, has joined the forces of cross country joy riders. On July 15th he left Denver headed for Omaha. He found the roads pretty good but was



GEORGE H. LUBY, OF DENVER

detained in Omaha about 24 hours on account of rain. Leaving there he went to Clinton Iowa, thence to Rockford, where rain again held him up for about a day. Here he met a bunch of good fellows who entertained him, and one Paulson decided to accompany him as far as Milwaukee, where they visited the Harley-Davidson Motor Co., spending about a day going over the factory. His next objective point was New York, where he will remain but a short time.

Luby is the sales representative for the O. L. Adams Co., of Denver, who are manufacturing what is said to be a clever shock absorber to be used with any make of saddle. The Harley-Davidson which Luby is riding is equipped with one of these contrivances and his expenses on the trip are being defrayed by selling them, as well as placing agencies. Luby is also a good F. A. M. booster and is trying to stir things up for the organization on his travels.

KLARK STARS AT FORT WAYNE

Wins Several Events and Breaks Two Track Records—Baker Defeats Taylor in Close Match Race.

On last Sunday the Interstate Racing Association held its first annual racemeet at the Fort Wayne (Ind.) Driving Park, before a crowd of 3,000 people. Don Klark, of Detroit, on his Indian No. "16," (Hasha's old machine), was the star of the meet, for he not only won first in the 61 class races for three and five miles and for fifteen minutes, but also broke two State track records, the mile and five-mile marks, recently posted on the Indianapolis track. He covered the mile in 56⅘ seconds, beating Fred Huyck's old record made in 1908, by three-fifths of a second, and made the five miles from a standing start in 4:53, clipping seven and two-fifths seconds from the record made by E. G. Baker at Indianapolis in the "President's race."

E. G. Baker, of Indianapolis; L. S. Taylor, of Columbus; Shorty Matthews, of Chicago, and W. S. Bailey, of Boston, were the "out-of-town" riders in the Ft. Wayne meet, and all but Bailey figured in the scoring. Bailey had trouble with his motor before the meet and could not get it into working order. E. G. Baker also had trouble with his "big seven" after the first lap in his first race and he had to use his four-horsepower machine in the succeeding events. Baker made a mile in practice in 55 seconds, but could not enter the time trials with his four after his seven was out of commission. Baker believes, however, that the mile is short on the Ft. Wayne track, and this might account for some of the fast time made. Baker did some effective work, however, with his four in most of the races, winning the five-mile open 30½ class, and the 10-mile 30½ handicap, riding from scratch and handicapped 45 seconds. He also finished third in the fifteen-minute race.

The prettiest race of the day was between Baker and Taylor in the 30½ class five-mile open event, the time being 5:47, a new State record for four-horsepower machines. Baker defeated Taylor (the latter riding an Emblem) by the most daring riding he has ever done. It was a fight for the pole all the time and the riders could have been covered by a blanket most of the way. They changed leadership at least three or four times during each mile and the crowd went wild. On the last lap Baker pulled away in the lead and crossed the tape a two wheel lengths in front of Taylor. Breuer on his Indian won the first event, a three-mile race for private owners, against Olinger on a Yale, and Schoyer on an Excelsior, who were second and third, respectively. The race was closely contested at all times. Summaries:

Three miles, private owners, 30½ class—Won by Breuer (Indian); second, Olinger (Yale); third, Schoyer (Excelsior). Time, 3:43.

Five miles open, 30½ class—Won by E. G. Baker (Indian); second, Taylor (Emblem). Time, 5:47.

Five miles open, 61 class—Won by Don Klark (Indian); second, Matthews (Merkel); third, Taylor (Emblem). Time, 4:53.

Ten-mile open, handicap, 30⅓ class—Won by E. G. Baker (Indian); second, Breuer (Indian); third, Taylor (Emblem). Time, 12:05. Baker handicapped 45 seconds.

Three-mile open, 61 class—Won by Don Klark (Indian); second, Matthews (Merkel); third, Oberwegner (Yale). Time, 3:01⅕.

One-mile time trials—Won by Klark (Indian); second, Matthews (Merkel); third, Oberwegner (Yale); fourth, Taylor (Emblem).

Five-mile match race—Won by Matthews (Merkel); second, Oberwegner (Yale). Time, 5:13⅖.

Fifteen-minute race—Won by Klark (Indian); second, Taylor (Emblem); third, Baker (Indian). Distance, 14½ miles.

H. H. Geise, referee; William DeBree, official timer.

Terre Haute Century Promises History.

On Sunday, August 27th, the Terre Haute Motorcycle Club is planning to pull off one of the best attractions in the way of motorcycling that the enthusiasts have ever witnessed. It will be a 100-mile race open to all riders, on the half-mile track. The town has no mile track, but has one of the fastest half-mile circuits in the State of Indiana. Entries have been flowing in fast to the Terre Haute club and at least 25 riders will be in line for the race. E. G. Baker, of Indianapolis; Frank Marshall, Forest Casebeer, "Jake" Troutman, of Terre Haute are some of the old war horses that will hook up against each other, and when they do a great race can be looked for. John Sink, who holds the State record for an hour, will be there with his Merkel flyer, and if all the fast riders in the State that have promised to enter the race respond, it will undoubtedly write another chapter to the motorcycle history of Indiana.

Marietta Club Condemns Open Mufflers.

Marietta, O., motorcyclists have the right idea, for immediately after organizing a club they passed a resolution condemning open mufflers and speeding in the city limits and transmitted copies of the resolution of the Mayor and Chief of Police. Naturally these officials were well pleased with the policy adopted by the club and promised to lend every assistance in promoting its success. The new organiza- is called the Marietta Motorcycle Club and the officers are as follows: Arthur Bender, president; Blaine Johnson, secretary-treasurer; Earl Oesterle, captain. The charter membership numbered seven and, of course, efforts will be made to enroll other motorcyclists in the city and vicinity. Earle Oesterle and L. G. Meredith were appointed a contest committee to arrange for some race meets soon. Later the club plans to affiliate with the F. A. M.

Cross Country Tourists Leave New York.

Crossing the country by motorcycle is growing into a "habit" with the more venturesome American riders. No less than three of these "rovers" left New York on Monday, two bound for the Golden Gate and the third for the Florida palms. Wm. Waryanskas and J. Bell go to seek a new home on the Pacific Coast. Mounted on



WM. WARYANSKAS, J. BELL AND B. DAHLENBERG LEAVING NEW YORK

their fleet machines they afford a startling contrast to the prairie schooner pioneers of '49, whose trail they follow. B. Dahlenberg, the man who is "going back to Dixie," is the soft-spoken, hard-riding Southerner, who came all the way from Miami to Buffalo to attend the F. A. M. meet. Dahlenberg's return trip really began at Niagara Falls, and is practically a "Canada to the Gulf" tour. Waryansas and Bell use single cylinder machines and G & J tires, while Dahlenberg pins his faith to a twin machine with Morgan & Wright tires.

Effect of F. A. M. Ruling in Canada.

The Canadian motorcycle clubs have already felt the effects of the recent ruling of the F. A. M. in including the Dominion of Canada as a district of the Federation. On the 29th of July a race meet was held at Toronto, to which Hart, the American champion, had been invited. He promised to compete, but later found that he could not make the trip as the meet was not sanctioned. Thus the Toronto club was compelled to do without its feature. The Canadians plainly see now that they will have to get along without the American cracks unless they become affiliated with the F. A. M., which they have been invited to do. The question of Federation riders appearing at Canadian meets may go a long way towards bringing about a union and eventually the Canucks may give in. A stumbling block in the way of affiliation is the $10 sanction fee regulation, while the division of the riders into classes would not suit Canada, as there are few racers in the country to the north, as yet.

Bay State Registrations Climbing.

Figures just made public by the Massachusetts Highway Commission show the increase in the number of motorcycles registered in that state for the last three years, as well as the yearly number of registrations. For the eight months from Dec. 1, 1910, to August 1, there were 3,165 motorcycles registered, as against 3,370 for the whole of 1910. In 1909 there were 2,394 machines registered, and in 1908 the registrations were 1,922 motorcycles. The gain for 1909 was 472 machines, or 25 per cent; for 1910, 976 machines, or 32 per cent. For 1911 the gain for eight months indicates an increase over last year at a ratio of 63 per cent. If this ratio is continued for the balance of the year, it will mean that nearly 5,500 motorcycles will be registered in the Bay State this year.

Los Angeles Motorists Reviving Races.

Motorcycle racing in Los Angeles will be resurrected soon, if the present plans of the Los Angeles Motorcycle Club do not throw a tire or break a valve. Some time ago the club planned to hold a meet at Ascot Park, but as the track is outlawed by the American Automobile Association, which is affiliated with the F. A. M., no sanction was forthcoming and the speed party fell through. Now the club is planning to run an amateur meet on the mile Motordrome at Playa del Rey on Labor Day.

THE ST. LOUIS CYCLING CLUB



CYCLING ACROSS THE STATE OF MISSOURI

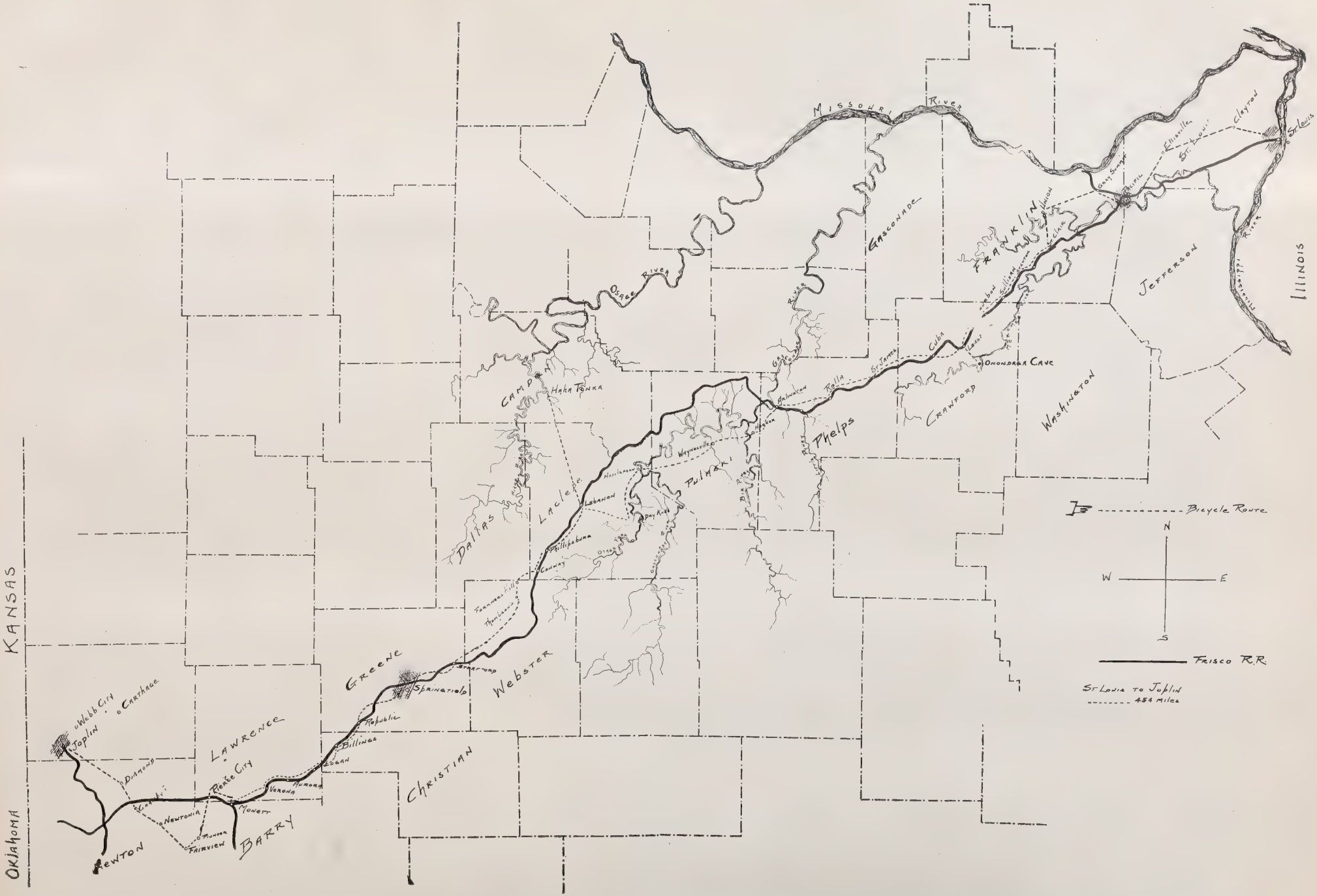
By R. M. B. Tidd, C. L. Barr, E. A. Gipperich, Carl Lindenschmidt and O. B. Henry.
Members of the St. Louis Cycling Club.

Table of Distances.

	Miles
St. Louis to Clayton	5
Clayton to Ellisville	16
Ellisville to Pacific	19
Pacific to Gray Summit	5
Gray Summit to Union	14
Union to St. Clair	9
St. Clair to Anaconda	5
Anaconda to Stanton	5
Stanton to Sullivan	6
Sullivan to Bourbon	7
Bourbon to Leasburg	8
Leasburg to Onandaga	5
Onandaga back to Leasburg	5
Leasburg to Cuba	9
Cuba to St. James	14
St. James to Rolla	11
Rolla to Arlington	15
Arlington to Hooker	5
Hooker to Waynesville	14
Waynesville to Hazelgreen	10
Hazelgreen to Dry Knob	12
Dry Knob to Lebanon	13
Lebanon to Haha Tonka	26
Haha Tonka back to Lebanon	26
Lebanon to Phillipsburg	13
Phillipsburg to Conway	5
Conway to Forkners Hill	7
Forkners Hill to Thompsons	3
Thompsons to Strafford	18
Strafford to Springfield	15
Springfield to Republic	18
Republic to Billings	7
Billings to Logan	7
Logan to Marionville	2
Marionville to Aurora	6
Aurora to Verona	6
Verona to Monett	13
Monett to Pierce City	6
Pierce City to Pioneer	11
Pioneer to Fairview	3
Fairview to Newtonia	9
Newtonia to Granby	16
Granby to Diamond	5
Diamond to Joplin	20
Total	454

Arlington has no mosquitoes—we think the bed bugs ate them all. After partaking of a "near breakfast," consisting of two biscuits, a piece of honey, dish water instead of coffee, and salt pork, on Wednesday morning, the 12th, the bunch adjourned to the railroad bridge which spans the Gasconade River, between Arlington and Jerome. The heavy rain of the night before had left the roads in such a condition that we did not deem it advisable to start until about 9 o'clock. After sunning ourselves on the bridge spans and watching the "thirty-pound bass" (?) pass beneath us, we went back to the so-called hotel and got under way for Waynesville, the county seat of Pulaski county, taking the old Springfield State road, which does not go near the railroad between Arlington and Lebanon.

We now entered upon the mountain part of our trip. Heretofore we had been riding over typical Missouri prairie country with occasional "breaks" and "foothills" of small rivers, with clay roads, which, on account of the extreme drought in Missouri, had been excellent, considering the fact that they are never worked. It is a well-known fact that in Washington county but $1 per mile is allowed for road improvements. However, the Ozark Mountain roads, over which we traveled for the next three days, were good except from the ridges down to the various rivers, which we had to ford, and up the other side to the top of the mountains. In some instances we would ride eight or ten miles without encountering a habitation, and when we did spy one it was usually a one-room log shanty, in which the cracks were chinked with clay. Usually no wells were on the premises, water having to be carried from the rivers or springs, two, three, or possibly four miles away. Sometimes the inhabitants were barefoot, with old corncob pipes in their mouths. This last sentence refers to the women folk, too. For every team, horse or mule we met we had to get clear off the road and off our wheels, as the sight of so unusual a vehicle would put the quadruped into a panic. The accent and vernacular of the Ozark Hill people is very odd, and brought many a smile to the faces of the St. Louis boys. We got so used to it after a while that involuntarily we would speak the same way to each other. It is strange, but nevertheless true, that upon asking our way to Lebanon from some of the rubes (and, mind you, Lebanon wasn't more than 30 miles away at the



ROUTE OF THE ACROSS MISSOURI TOUR

time) we would get the answer that they didn't know, as they had never been that far from home. Lebanon, at that, is the nearest town of any consequence. These people, however, were very nice to us—they seemed to be tickled to death to have someone to talk to. Their eyes would open wide in wonder when we said we had ridden on "thim things" from St. Louis.

But to get back to our story.

The roads were fair, but rather soft, and about 10 o'clock we came to the Big Piney. This river is about 100 feet wide at the ford and somewhat over knee deep. Four of us waded across minus our stockings with our wheels on our backs, but Father Tidd refused to get his tootsies wet, soliciting the aid of a passing farmer, who ferried him and his wheel across in a buggy. After getting across the spot looked so inviting that Henry and Gipperich decided to remove some of the crust and sweat from their clothes and bodies. Henry's shirt was so dirty that you could throw it against a tree and it would stick there. Tidd went on ahead. After an hour's work the two mentioned, plus Linde, who found that he also needed a bath, and also Barr, who had been looking on and criticizing the washwoman methods of Henry and Gipperich, took up the trail again. After a beautiful ride over the ridges we arrived at Waynesville at 12 o'clock, just in time for the finest dinner so far. After dinner and a good rest we started, about 2 o'clock, for Lebanon, about 30 miles distant. We got along very well for nearly eight miles, when, it seemed to us, forty million forks began to appear in the road. Barr and Gipp, being about two miles ahead, took the forty millionth fork, while the other three took the first one. About 5:30 Barr and Gipperich found that they were nowhere, with nobody else in sight and Lebanon 23 miles away over the mountains, and there was not a town, village, or hamlet in that 23 miles! After passing through valleys and over hills the two mentioned managed to arrive in Lebanon about 8 o'clock and nearly all in. The other three mentioned, who took the first fork, had a little hard luck, as Mr. Tidd's tires were beginning to show the effects of the trip. After re-enforcing the casing, fixing a blowout and three punctures, they also managed to run into the thirty-nine-millionth fork. They rode over stumps, mountains and ridges, through the dark, with only one light, and finally reached Lebanon about 10 o'clock. Both parties thought that the other was lost somewhere in the hills; each registered at different hotels and it was only by a lucky chance that Tidd & Co. blew into a soda water emporium and found that the other two were in town. The former promptly hiked over to the hotel and proceeded to wake the others up and rehearse the afternoon's events. It is unnecessary to state that Tidd & Co. were also all in. However, "all's well that ends well," and we were in Lebanon on schedule time, having had the hardest day's ride of the trip, over all kinds of roads and fording all kinds of rivers. This had been the prettiest ride of the trip so far—the country was wilder, the mountains were higher, the houses fewer, the people poorer, and streams more abundant than in any of the country between here and St. Louis. This day's ride will be remembered by all, and we do not believe that Linde will forget it soon, for he has plenty to remember it by. He had a bundle on the front of his wheel that came within an inch of his front tire, an Alpine climber's sack filled with dry goods, drugs and hardware, belonging to us all, that stuck out on his back like the hump on a camel, and, besides all this, it was his day to carry the camera. His chain got filled with mud and sand and his free engine coaster brake had to be wound up at the bottom of every hill before he could start on the up grade. Comment: Meals fine, except breakfast, and roads excellent considering the locality. Tidd and Barr have been arguing all day about where they were in the hills, each one trying to make the other believe he was lost. They both think they won the argument, and each thinks the other is crazy. Mileage to date, 212.



ROAD BETWEEN LEBANON AND HAHA TONKA

On account of the previous day's hard ride we got up rather late on Thursday, and as the wheels needed a good deal of oiling and cleaning, we did not get away for Haha Tonka until 10:30, and as Linde was feeling none too well, we loafed along the road, stopping for a nice dinner at a little place called Bidwell. After dinner we finished up the trip to Haha Tonka, arriving there at 3:30. We were immediately struck with the beauty and grandeur of the scenery. Nowhere in the country that we know of can such scenery be found. We secured accommodations at Mr. Dawson's at the foot of Haha Tonka Lake, and were assigned to a cozy little canvas cottage for the night. Before supper we took a boat ride up to the head of the lake. This lake is simply alive with fish—rainbow trout and bass. Gipperich immediately went daffy



NATURE'S BATHS, NIANGUA RIVER, HAHA TONKA

over fishing, and succeeded in scraping up acquaintance with one of the fishermen that was staying there. After supper four of the boys went to bed, while Gip went out in the boat fishing with his new acquaintance. About 11 o'clock we were all awakened by a great noise. It was Gip trying to show us rainbow trout weighing about five pounds each. We finally succeeded in getting him quieted down and all got a good night's rest. Weather was perfect and roads good all the way to Haha Tonka. Mileage to date, 238.



ON THE SHORES OF THE NIANGUA, HAHA TONKA

We were up bright and early for half a day's jaunt on foot over this part of the country. We climbed the mountain to Schneider's mansion, which, we were told, cost $160,000, and which stands on a great bluff overlooking the surrounding country and the lake just beneath. The inside of this mansion has never been completed—the workmen had dropped their tools and left them lying when Mr. Schneider was killed in an automobile accident in Kansas City. It seemed as if the hand of nature worked against the attempt of man to improve the beauties of her own creation. Thousands of dollars worth of material are lying around the house simply going to waste. As we stood on the great stone battlement and looked on the lake and river below, we could imagine ourselves in one of the great baronial castles overlooking the Rhine or Danube. The doors and windows were all locked and nailed, but this did not keep us from getting inside. There is also built on the premises a stone tower about 120 feet high, into which water is pumped from the lake below. We opened one of the windows of this tower and climbed to the top, from where we got a magnificent view of all the surrounding country for many miles. After spending about three hours on the Schneider estate we went down to the Niangua River and had a dip in the "pure." This river is so crooked that it flows for a distance of forty miles in one place near here and gets but eight miles nearer its mouth. While in swimming a tie raft boating down to Bagnell passed by. It was about a quarter of a mile in length and contained 831 ties. It was quite a trick for the two men who managed it to keep it in the current. Haha Tonka Lake is formed by a big spring which comes out at the base of a bluff and then goes bounding down a great gorge. The water is ice cold and has a bluish tint. Even Mr. Tidd, who has seen all the wonders of Yellowstone Park, could enjoy it. Part of the lake is filled with moss, making it hard to propel a boat, but furnishes convenient lurking places for the fish which abound. Wild ducks are numerous. It was hard to pull ourselves away, but the time for the completion of our trip being limited we started back for Lebanon about 2 o'clock. The ride back to Lebanon was mostly down hill, and we arrived there at 5:45, registering at the Lebanon Hotel. As his business calls him back home, Mr. Tidd leaves to-night for St. Louis, much to his own and the regret of all. We have made lots of friends down here and with their's and the help of the newspapers, most everyone knows who we are, where we are from and where we are going, and extend their sympathies. Mileage to date, 264.



ONE OF THE BEAUTY SPOTS AT HAHA TONKA

Fast Time at Long Island Marathon.

J. Noonziata—being liberally and literally interpreted or transformed, for the nonce, at least, should read at "Noon-he's-at-it," for at high noon, Sunday, 6th inst., this member of the Brooklyn Iver Johnson Wheelmen, together with eight other pedal artists of the eight minute handicap division, was given the word "Go" in the New England Wheelmen's first annual Marathon handicap bicycle race over the Jericho turnpike course, start and finish at Floral Park, Long Island.

That J. Noonziata was "at it" to good personal advantage is attested by the fact that he is now the happy possessor of an Iver Johnson racing wheel, this being the reward for finishing first the course of 26 miles 385 yards. The fact that others of the 96 starters, whose handicaps ranged by minute intervals from the two minute bunch up to 10 minutes, were also "at it," very industriously, is attested by the fact that the scratch men, at least two of them, "ate up" all of J. Noonziata's handicap allowance of eight minutes except a difference of 44⅘ seconds, as John Becht and Joe Schuster, of the Empire City Wheelmen, starting from scratch, sprinted across the tape exactly that many seconds later, for third and fourth place, respectively. S. A. C., taking second in an "inches" finish with the winner.

Immediately following Becht and Schuster came Fred Heusch, a three minute man—then the deluge—some 15 riders whose handicaps ranged all up and down the scale, crossing the tape pell mell, for a road race of such proportions showing rare judgment on the part of Handicapper R. F. Kelsey.

The race itself, the first of the promoting organization, was highly successful from every point, drawing one of the larg-

est fields of classiest road riders in and around the metropolis. Public interest was also much in evidence, hundreds viewing the race from different points of vantage all along the course. An attractive list of 25 place prizes, five time prizes and seven special prizes compensated the finishers scored.

First time prize, a New England racing wheel, was won by John Becht, E. C. W., who, with his co-marker and fellow club member, Joe Schuster, put up a sterling ride from scratch, covering the course in 1:10:53⅗—thereby lowering by 39⅖ seconds the best previous time for the distance of 1:11:33, made by Percy O Lawrence in the Roy Wheelmen's Marathon of June 13, 1909. This latter was the first road race of the distance in this section and is yet the largest full distance cycling road Marathon so far that has been held in the United States.

Notable among the "repeaters" in this Marathon is A. E. Rhodes, E. C. W. who with a handicap of five and one-half minutes, finished ninth, time 1:15:40⅘, in the Roy Wheelmen's event of 1909, age 44 years. Sunday he started with three minutes handicap and finished sixth in 1:13:54 —some "oldster"! Also Joseph Orlando, of E. C. W., not so young either, was 28 when he won the "Roy" Marathon two years ago in 1:15:30, with five minutes handicap, since which he has also turned several firsts in road events, with the result that from the handicapper's point of view he is required to start with but two minutes allowance, and although faster, this time grinding his stint in 1:12:55⅕, finishing twelfth; his being caught in the big jam probably having some effect on his final position.

Stanley Carmen, N. E. W., was the only member of the promoting club to finish well up, taking third time prize from scratch in 1:10:56⅘, while fourth time prize was pulled down by Orlando. A puncture accounted for the withdrawal of another one of the New England's cracks when Joseph Kopsky (scratch), a most consistent performer, was scored among the missing at the final sprint. The first twenty-five finished as follows. Summary:

	Name and Club.	Handicap, Min.	Time.
1	J. Noonziato, B. I. J. W..	8	1:18:09
2	S. Hendrickson, H. A. C.	9	1:19:11⅕
3	John Becht, E. C. W..Scratch		1:10:53⅖
4	Joe Schuster, E. C. W.Scratch		1:10:53⅗
5	Fred Heusch, C. R. C. A..	3	1:13:53⅕
6	A. E. Rhodes, E. C. W...	3	1:13:54
7	Richard Jones, Acme W..	6	1:16:54⅕
8	F. Harenburg, B. V. W..	4	1:14:54⅖
9	C. A. Fromeyer, E. C. W.	3	1:13:54⅗
10	A. D. Dawson, C. R. C. A.	4	1:14:54⅘
11	H. G. Hoppe, E. C. W...	4	1:14:55
12	Joseph Orlando, E. C. W.	2	1:12:55⅕
13	E. Mendelsohn, T. R. C..	7	1:17:55⅖
14	A. Attardi, B. I. J. W....	4	1:14:55⅗
15	Max Krueger, B. V. W...	4	1:14:55⅘
16	Frank Becht, E. C. W...	4	1:14:56
17	Tom Much, N. Y. City...	4	1:14:56⅕
18	Thos. Kennedy, E. C. W.	2	1:12:56⅖
19	E. Berghaff, Mon. C. C....	2	1:12:56⅗
20	S. Carmen, N. E. W...Scratch		1:10:56⅘
21	H. L. Lind, B'klyn, N. Y..	4	1:14:57
22	B. Alfieri, Hudson W....	5	1:15:57⅕
23	Joe Pepo, Harlem S. W..	3	1:15:13
24	V. Gurarnio, Har. S. W..	5	1:17:13⅕
25	R. Poyrek, Newark, N. J.	6	1:18:28

Time Prizes.

1	John Becht, E. C. W..Scratch		1:10:53⅖
2	Joe Schuster, E. C. W.Scratch		1:10:53⅗
3	S. Carmen, N. E. W...Scratch		1:10:56⅘
4	Jos. Orlando, E. C. W...	2	1:12:55⅕
5	Thos. Kennedy, E. C. W.	2	1:12:56⅖

Toronto Parson Successful Promoter.

The half-mile speedway at the Toronto Exhibition grounds was, on Saturday, July 29th, the scene of one of the most novel, and at the same time one of the most successful, race meets ever held. The purpose of the event in itself was extraordinary; the program was most unique, while the actual happenings themselves proved to be far more than interesting. It was Rev. J. D. Morrow's meet, proceeds of which went towards the completion of his Dale Presbyterian Church, and as the attendance totaled 16,500, the pecuniary gain afforded must have greatly delighted the "athletic parson," as he is popularly known. It was fitting that the meet should be opened with prayer, and the multitude of citizens stood reverently while Mr. Morrow lifted up his voice to heaven. The opening ceremony over, the contestants got down to business and the track was soon occupied with spinning wheels and noisy buzz-carts and motors.

Although the program included everything from a baby show to automobile contests, there was nary a hitch. The three motorcycle races took best with the crowd, and although the track was in bad shape, some splendid speeding was witnessed. Harold Cole, the 16-year-old speed merchant, again carried off the honors for the Indian. In the 4 horsepower stock race he covered the five miles in remarkable time and won as he pleased. Geo. Bain, on a Rudge-Whitworth, and C. Orr, Bradbury, furnished the most opposition, but they had to be content to fight it out for second place honors, Bain just nosing out Orr for the place. Time for the winner, 6:38⅕. In this event Godfrey (not the T. T. winner), took a spill and rolled up into the fence, but escaped with little damage.

The 10 mile open brought out Cole on a seven-twin Indian, Frank Kerr on a five-twin Indian, J. T. Booth, five-twin Reading-Standard, Bain 3½ horsepower Rudge-Whitworth, and several others. Everybody was out to beat "the kid," but he went into the lead at the start and was never headed. Cole lapped everybody in seven miles but kept right at it until he reached the tape. Booth was a contender for the first half of the race, but his engine became overheated and he was compelled to drop out. Kerr had it considerably on Bain, so that the contest developed into a procession. Time, 13 minutes.

Walter Andrews and Gordon McMillan the champions, hooked up in a five mile bicycle race behind motor pace, the former, riding in finished style, winning out by half a lap. Andrews kept up a two minute clip and went the route in 9:41. Percy Barnes paced the winner on a Triumph Smith, Bulger and Morton monopolized the honors in the half and one mile races, both of which were exceedingly close, while W. Spencer, with a lead of 150 yards, captured the two mile handicap, in which the scratch men never had a chance.

The civic officials were well represented, while the spectators included people of all classes. Prominent among the guests was Tom Flanagan, manager of Jack Johnson, while another hotel man, Mr. Bob Falconer, acted as starter. The only accident of the afternoon was when Mr. Falconer shot himself through the hand, immediate medical attention being required.

The summary of the bicycle and motorcycle events:

Bicycle race, half-mile—Won by W. Smith; second, Tom Bulger; third, Doc Morton. Time, 1:27⅖.

Lightweight motorcycle race, three miles—Won by E. McIntosh (Motosacoche); second, Wilf Thompson (Motosacoche); third, Tommy Smith (Motor-Reve). Time, 5:16⅖.

Motorcycle race, 4 h. p. stock machines, five miles—Won by Harold Cole (Indian); second, Geo. Bain (Rudge-Whitworth); third, C. Orr (Bradbury). Time, 6:38⅕.

Bicycle race, one mile—Won by W. Smith; second, Doc Morton; third, Tom Bulger. Time, 2:27⅖.

Motorcycle race, 10 mile open—Won by Harold Cole (Indian); second, Frank Kerr (Indian); third, Geo. Bain (Rudge-Whitworth). Time, 13:00.

Matched bicycle race, five miles behind motor pace—Won by Walter Andrews; second, Gordon McMillan. Time, 9:41.

Bicycle handicap, two miles—Won by W. Spencer (150); second, F. Shaw (250); third, G. Watson (250). Time 4:41.

DeRosier, Due Today, Claims Records.

Closing his successful English tour by setting up unofficial world's records for the kilometer and mile at Brookland's track on the 4th inst., Jake DeRosier sailed for home on the Cunard liner Campania, the same boat he went over on, on the 5th. He is due in New York on Saturday, 12th inst. DeRosier serves notice that he will claim the world's kilometer record, inasmuch as he bettered the existing foreign record, which was made on a 14 horsepower machine. The attitude which Chairman Thornley of the F. A. M. competition committee will assume towards foreign made records is set forth in another column.

Savannah to Become F. A. M. Club.

Another club shows every indication of becoming affiliated with the F. A. M. when the matter will be taken up for decision at the next monthly meeting of the Savannah Motorcycle Club. This club is one of the largest in the South, having a membership of nearly two hundred.

KRAMER SHOWS IMPROVEMENT

National Champion Takes Goullet's Measure in Two Straight Heats—Loftes Crowds Blatz for Championship.

Frank L. Kramer, American champion, came into his own Sunday, the 6th inst., when he checked the invasion of the Australian cyclists by defeating Alfred Goullet in two straight heats of their match race at the Newark Velodrome. Although never in serious danger at any time the champion, who plainly showed a marked improvement over his recent form, nevertheless made good use of his riper experience by applying craftiness as well as speed to overcome this wonderfully developed youngster of twenty years, who in the present season has demonstrated his class and proved his ability by winning most consistently, thereby placing himself with the topnotchers and second in the championship score.

In the first heat at a mile with pacemakers Kramer followed the pace, with Goullet trailing to the bell lap, when Goullet attempted to go around Kramer stalled him off until half a lap from home, when Goullet jumped and the champion returned the compliment and led him to the tape by almost a length.

Starting the second heat, a mile without pace, Goullet accepted Kramer's standing invitation to take the lead; they continued in this order for five and one-half laps, both riders keenly on edge for possible surprises. At half a lap Goullet jumped and dug for home; coming into the stretch Kramer came up from an open length in the rear with a mighty sprint that landed him a winner by six inches.

With a big field in the two-mile invitation professional everyone was kept busy with many changes in position. At the bell Macfarland went out, but Eddie Root sailed by, with Menus Bedell trailing close, and came romping down the stretch with two open lengths between Menus Bedell and the pack, Pedlar Palmer finishing third and Fred Hill fourth.

By making good use of his head in the two-mile amateur championship, Alvin Loftes led Frank Cavanaugh to the tape with a rush, after the latter had attempted another two-laps-all-the-way-to-the-finish sprint. This win puts Loftes within one point of Blatz in the championship record tables.

The five-mile open, with another big field up, gave the 7,500 fans a bunch of thrills, surprises and a little disappointment, the latter when Kramer punctured at two miles and shortly afterwards when Root and Fenn took a tumble, and not a little surprise when John Bedell crossed the tape a winner, twelve inches in front of brother Menus, but Fogler broke up the family party by splitting the difference, Fred Hill fourth and Goullet fifth. The summary:

One-mile handicap, professional—Won by Joe Fogler (scratch); second, Worthington Mitten (20); third, Floyd Krebs (20); fourth Floyd Macfarland (25); fifth, John Bedell (15). Time, 1:57⅕.

Two-mile national championship, amateur—Won by Alvin Loftes; second, Frank Cavanaugh; third, Chester I. Smith; fourth, William Pettit. Time, 4:27⅕.

Special match race, professional, Frank L. Kramer vs. Alfred Goullet—First heat one mile with pacemaker—Won by Kramer. Time, 2:15. Second heat, one mile unpaced —Won by Kramer. Time, 3:20⅖.

Two-mile invitation, professional—Won by Eddie Root; second, Menus Bedell; third, Pedlar Palmer; fourth, Fred Hall; fifth, Walter De Mara. Time, 4:19⅖.

Three-mile handicap, amateur—Won by Frank Cavanaugh (scratch); second, Paul Heidrick (30); third, Chester Smith (40); fourth, Alvin Loftes (scratch). Time, 6:24.

Two-mile consolation, amateur—Won by Paul Pendleton; second, Carl Ericson; third, William Pettit. Time, 4:44⅘.

Five-mile open, professional—Won by John Bedell; second, Joe Fogler; third, Menus Bedell; fourth, Fred Hall; fifth, Alfred Goullet. Time, 10:11⅖.

Avalanche of Affiliations for F. A. M.

F. A. M. club affiliations for the week ended August 5th, as reported by Chairman Estabrook, of the membership committee, were as follows: No. 174, Sunville Motorcycle Club, Pueblo, Colo., 60 men; No. 175, Mansfield (O.) Motorcycle Club, 15 men; No. 176, Sandusky (O.) Motorcycle Club, 14 men; No. 172, Washington Park Motorcycle Club, Chicago, Ill., 17 men. The Sunville club is 100 per cent. During the month of July 10 clubs affiliated, with an average membership of 27 men. It is the ambition of the chairman to see the affiliated clubs grow to 500, all 100 per cent. F. A. M.

Secretary W. M. Thomas, of the Lima (O.) Motorcycle Club, which affiliated last month with 52 members, has just sent in another batch of 21 applications. T. W. Dillon, secretary of the Sandusky (O.) Motorcycle Club, evidently is a "do it now" believer. Affiliation blanks were sent him on July 31 and were returned filled out on the 4th inst. A. F. Griebel, president of the Little Rock (Ark.) Motorcycle Club, reports that that body is favorably disposed towards the F. A. M. and what it stands for, and that the club contemplates affiliation. Nellis Dyson, Edinburg, Ind., is organizing a 100 per cent. F. A. M. club. Dyson also has a racemeet in the grist mill. J. R. Buece, president of the Wooster (O.) Motorcycle Club, reports that his club will ask for affiliation papers soon. If J. Wilson Rice can bring about such a consummation Fremont, O., will have a motorcycle club before a great while. It will start with something like 20 members, and be a 100 per cent. body.

HANDICAP TOO BIG FOR COLLINS

Riding from Scratch He Fails to Beat Ray Duer—Goullet Beats Fogler and Macfarland Handily.

With big fields and a card that for variety would satisfy the most fastidious, the regular mid-weekly meet at the Newark Velodrome, Wednesday evening, the 9th inst., furnished some very highly interesting sport, and with the exception of the finish in two races, all were hotly contested from the first get-away to the last sprint, when Ray Duer, won the 50 miles motor-paced race, riding the last lap unpaced owing to motor trouble and winning out over Elmer Collins, who had conceded him a 21 lap handicap.

Alvin Loftes, without the competition of Cavanaugh and Blatz, both of whom did not ride, had matters pretty much his own way in the two mile open amateur; but riding alone from the honor mark in the amateur half-mile handicap, he was unable to get up, consequently the long markers had a little affair of their own.

Alfred Goullet was the premier professional sprinter of the session, winning the three mile open. Summary:

Two mile invitation, professional—Won by Oscar Schwab; second, William Morton; third, Martin Ryan; fourth, Jay Eaton; fifth, Ernest Jokus. Time, 4:46⅖.

Half-mile handicap, amateur—Won by Alexander Hall (80); second, G. A. Knopf (75); third, Gus Wohlrab (25). Time, :59⅕.

Two-mile open, amateur—Won by Alvin Loftes; second, Carl Ericson; third, Stanley Carmen; fourth, Paul Heidrich. Time, 4:50⅗. Lap prize winner, Gus Wohlrab.

Three-mile open, professional—Won by Alfred Goullet; second, Floyd Macfarland; third, Joe Fogler; fourth, John Bedell; fifth, Menus Bedell. Time, 6:05⅖.

Fifty-mile motor-paced handicap, professional—Won by Ray Duer (21 laps); second, Elmer Collins (scratch); third, George Wiley (2 laps); fourth, Clarence Carmen (15 laps); fifth, Walter De Mara (24 laps) Time, 1:05:18. Pacemakers, respectively, Libbey, Turville, Ruden, Hunter and Mitten.

Chance for Old-Timers in Providence Races.

Sanction has been granted for three motorcycle races at Hills Grave track, Providence, R. I., on Labor Day, in connection with the opening of the state fair. The events are as follows: five miles, 20 inch class; five miles, 30½ inch class, and a five miles, four-cornered pursuit. The 20 inch class was arranged especially for the owners of teh old 1¾ and 2¼ horsepower Indians, of whom there are a great many in that section. The track is a half-mile, dirt surface. B. A. Swenson, 298 Blackstone street, Providence, R. I., is receiving entries.

ON July 31st two Harley-Davidson owners, Mr. C. G. Blatchley and Mr. Jas. N. Howe of Michigan City, Indiana, visited the Harley-Davidson factory while on their vacation tour.

Mr. Howe and Mr. Blatchley bought the first two Harley-Davidsons sold in Michigan City, and, during the course of their conversation while here, Mr. Blatchley made the statement that he had covered 13,000 miles with his Harley-Davidson and had not spent one cent for repairs. Mr. Howe, in turn, said that he had covered between 14,000 and 15,000 miles, by cyclometer, with his Harley-Davidson and had spent exactly $2.00 for repairs.

Both of these men use their Harley-Davidsons in their work every day and Mr. Howe, who is foreman of the electrical department of the Northern Indiana Gas and Electric Company, sometimes covers as much as 180 miles in a day.

After receiving this kind of service from their Harley-Davidsons, do you suppose that these men could be induced to ride a machine of another make? If you want to know, ask them. Both Mr. Howe and Mr. Blatchley are enthusiastic motorcyclists in every sense of the word. They are simply full of the spirit of the sport. They are the kind of fellows who are doing more for the advancement of the motorcycle business today than any other one element, and their enthusiasm is contagious. Wherever they go they talk motorcycles, and, what is more to the point, you cannot keep them from talking about their Harley-Davidsons.

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McMILLAN WINS LONG PURSUIT

On Borrowed Mount Overtakes Opponents —Andrews Defeats Him in Sprints— Marsh Falls Twice, But Finishes.

Walter Andrews and Gordon McMillan, the Canadian champions, were the leading performers at the Big Four bicycle meet held on the quarter-mile dirt oval at Scarboro Beach, Toronto, Saturday night, August 5th. Andrews had the satisfaction of showing the way to his rival in two fast and highly interesting special half-mile events, but in the last event on the program, the unlimited pursuit race, McMillan trimmed the "Big Train" in less than ten miles. Andrews nosed out McMillan in their first clash of the evening, traveling the half in the fast time of 1:10. In the second "heat" McMillan's rear tire went flat and Andrews had no trouble in winning in 1:13⅗, but in the pursuit, McMillan, on a borrowed mount, cleared the track, taking the measure of three of Canada's crack riders, namely, Hogben, of Hamilton, the quarter-mile title holder; Scotty Wilson and Andrews, who holds the one and two mile titles. It was a steady grind from first to last and it took the Tecumseh leader almost half an hour to overhaul the last man.

An old-timer, in the person of Archie Lake, of ancient fame, walked away with the novelty race, in which the dozen competitors were called upon to walk a lap, run a lap and ride two laps. Lake was nowhere in the foot contests, but had just enough reserve energy to pull out ahead when it came to the finish. The event made a great hit with the large assemblage.

Youngsters played quite a prominent part in the proceedings. Fifteen-year-old Alf. Fry beat a bunch of grown-ups to the tape in the novice wile, which he rode in the good time of 2:26. In the lightweight motorcycle event, distance five miles, Tommy Smith, Toronto's popular kid rider, astraddle a Motosacoche, was up with the leaders at all stages and managed to land third prize. This event was by far the most exciting motor race of the season. With six riders starting on the small track, it was not many laps before splinters were being knocked off the fence. Finally, in the third mile, Lou Marsh, Motosacoche, who was leading, took a spectacular header, and Barry, who was just behind, followed suit when he struck the prostrate form. Almost at the same moment another flier spilled on the opposite side of the dish, and the remaining contestants slowed up in order to sift through the remnants of machines and men which were lying around everywhere. Marsh hastily remounted after losing a lap, but after going only a short distance, made another graceful dive when rounding one of the dangerous turns. Once more he gathered himself together and jumped back into the race, which G. Skanton, riding an English Torpedo, had well in hand, not having suffered a fall. Little Smith was not thrown either, but the kid could not stave off Marsh, who came like a whirlwind after he has gone down for the second time. Swanton won quite easily, although had the race been much longer he would have been hard pressed by Marsh. In view of the accidents, it is probable that the Toronto Motorcycle Club will issue no more permits for motor races of any kind on the Beach track, which they declared dangerous some time ago. None of the riders in this race was hurt very badly, but several machines were wrecked.

The summary:

One mile novice—Won by A. Fry; second, A. Owen; third, D. Smith. Time, 2:32.

One mile, 2:40 class—Won by W. Horncastle of Hamilton; second, G. Watson; third, H. Simmons. Time, 2:26.

Special race, half-mile—Won by Walter Andrews; second, Gordon McMillan. Time, 1:10.

Novelty race, one mile. Walk quarter, run quarter, ride half—Won by Archie Lake; second, W. Sergeant; third, A. Monkman. Time, 4:31⅕.

Special race, half-mile—Won by Walter Andrews; second, Gordon McMillan. Time, 1:13⅗.

Miss and out race—Won by Tom Bulger; second, Herb McDonald; third, Harry Young. Time, 4.22.

Five mile motorcycle race, limited to lightweights—Won by G. Swanton (Torpedo); second, Lou Marsh (Motosacoche); third, Tommy Smith (Motosacoche). Time, 11:04⅗.

Unlimited pursuit race—Won by Gordon McMillan; second, Walter Andrews; third, W. Wilson; fourth, Gus Hogben of Hamilton. Time, 28:08⅖ for 10⅝ miles.

Canadians Favor Paced Matches.

It has been decided by the C. W. A. that, in future, all match races shall have a pacemaker who shall be eligible to go the whole distance and take any prize which he may win. The cracks have got in wrong with the fans on account of their dilatory methods, so the Association stepped in with the pacemaker idea. On one or two occasions starters in a special event have ridden a half in one mile time, which practice the C. W. A. intends to put a stop to.

Vacations Cause Postponement of Run.

Owing to the absence of several of the club members on their vacations the third endurance run of the series of four, which the Worcester (Mass.) Motorcycle Club had scheduled for Sunday, 6th inst., was postponed. It will be held next month. As a substitute for the contest the club held a run to Fitchburg, took dinner at the American House and then visited Lake Whalon.

GOULLET BOWS TWICE TO KRAMER

Australian Unable to Beat Champion— Motor-paced Event Won Handily by Collins—Hill Wins "Pro" Handicap.

Fred Hill, riding with 25 yards handicap, led his co-marker, Walter De Mara, over the tape on Thursday evening, the 3rd inst., in winning the three-quarter mile handicap at the circuit meet on Lighthouse track, New Haven. Frank Kramer (scratch), finishing third, performed the same office for his co-marker, Alfred Goullet, thereby re-reversing the order of finish when these two met on the previous evening at Newark. Kramer repeated the dose when he won handily in a driving finish in the professional five mile open. In the two mile invitation Jumbo Wells won.

Three-quarter mile handicap, professional—Won by Fred Hill (25); second, Walter De Mara (25); third, Frank Kramer (scratch); fourth, Alfred Goullet (scratch); fifth, W. L. Mitten (50); sixth, Floyd Krebs (40). Time, 1:23⅖.

Two mile invitation, professional—Won by Jumbo Wells; second, Willie Fenn; third, Oscar Schwab; fourth, Martin Ryan; fifth, Pedlar Palmer; sixth, Ernest Jokus. Time, 5:09⅘.

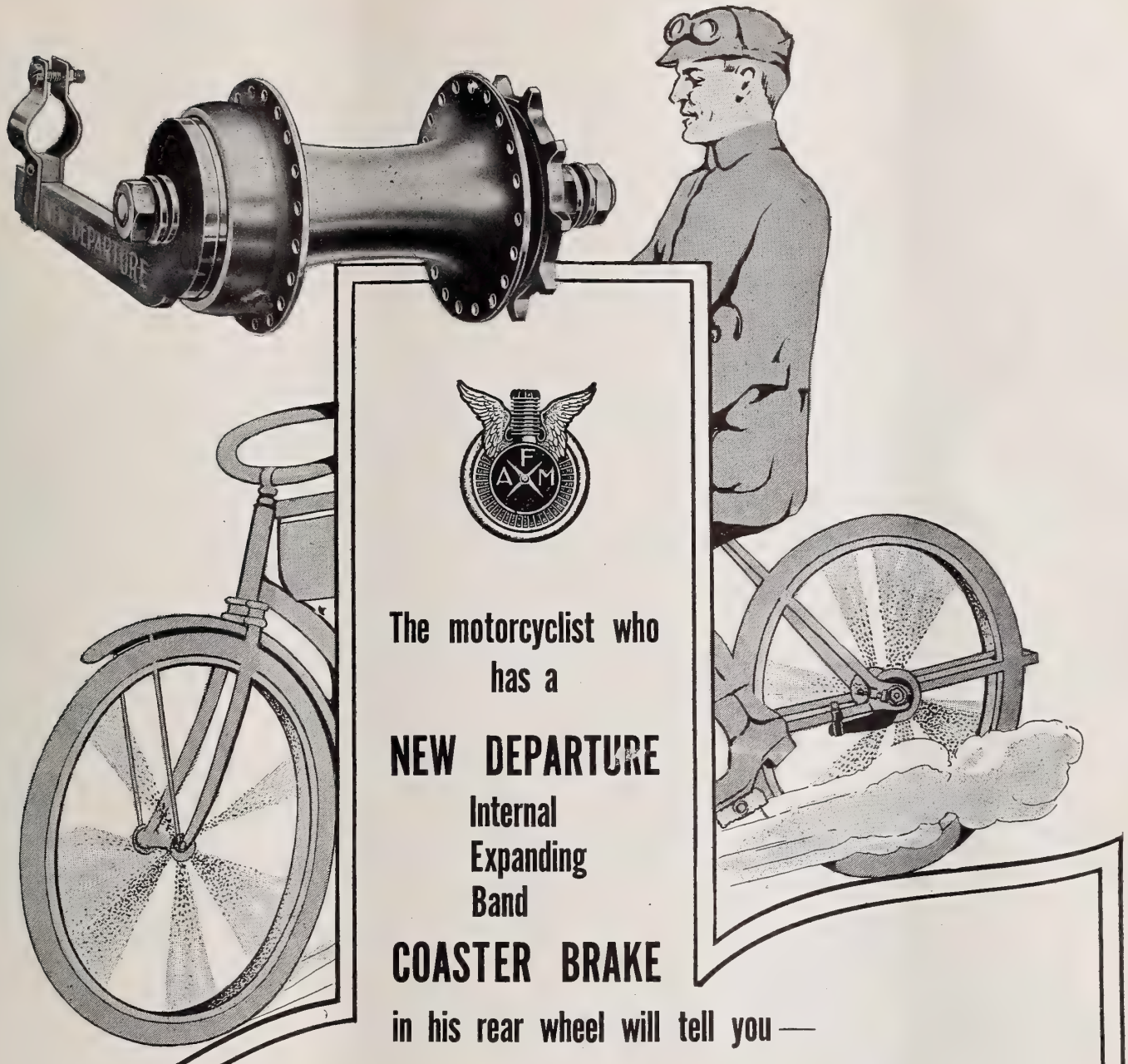
Five mile open, professional—Won by Frank L. Kramer; second, Alfred Goullet; third, Floyd Macfarland; fourth, Floyd Krebs; fifth, Worth L. Mitten. , Time 10:42.

Ten mile motor-paced race—Won by Elmer Collins; second, Percy Lawrence. Time, 15:53⅗.

"Racing Girls" Stir Up the C. W. A.

The presence of Tom Eck's bicycle racing girls at a Toronto vaudeville house has been the source of much trouble to the Canadian Wheelmen's Association. A number of the riders have been called upon the carpet for competing against Eck's girls on the rollers and three have been suspended from further track competition for an indefinite period. The bicycle girls appeared in a couple of races at an open meet at Toronto and gave a good account of themselves, whereupon Mr. Eck issued a challenge in behalf of his troupe to meet any of the male cracks on the rollers. W. Spencer, B. Thrall and E. V. McMullen took advantage of the opportunity and forthwith drew down suspension from the C. W. A. The latter handed Mr. Eck a letter of censure and reminded him that he was expelled for life from the old L. A. W. and really should not be recognized by the C. W. A.

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Among all the motorcyclists who attended the big Buffalo F. A. M. meeting and whose machines were equipped with New Departure Coaster Brakes all reported the brake as giving excellent service and fulfilling all claims made by it.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

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Lawson Wins But is Disqualified.

In the first of a series of match races, in which Iver Lawson, Jackie Clark and Frank Kramer are the contenders, the former world's champion, Lawson, won two heats Friday evening, the 4th inst., at Salt Palace Saucer, Salt Lake City, but he also drew a disqualification for too free use of his elbows in the final heat, consequently the heat and race was awarded to Clark by the referee. The trouble occurred when Lawson jumped going into the final lap and attempted to go around Clark. The latter locked elbows and Lawson retaliated. The decision was provocative of animated discussion among the 5,000 spectators, they being about equally divided as to the justice of it. Following the run-off of the remaining races between Clark and Lawson, a match between the winner and Champion Kramer, who arrived in Salt Lake on Wednesday, the 9th inst., was immediately arranged. In the three-quarter mile handicap the long markers had things all their own way, Crebs winning easily from the 55 yard mark. Summary:

Quarter-mile open, amateur—Won by Huey; second, Meredith; third, Mayer. Time, :29⅘.

One-mile handicap, amateur—Won by Mayer (15); second, Colvin (scratch); third, Oberg (40); fourth, Huey (25). Time, 1:57⅗.

Three-quarter-mile handicap, professional—Won by Crebs (55); second, Thomas (55); third, Stein (40); fourth, Diefenbacher (60). Time, 1:18⅘.

Two-mile open, professional—Won by Walker; second, Hehir; third, Halstead; fourth, Wright. Time, 3:45⅗.

Pursuit Match race, professional, Wright vs. Drobach—Won by Wright, distance 2 miles 5 laps 15 yards. Time, 5:23⅘.

Match race, professional, Iver Lawson vs. A. J. Clark—First heat won by Lawson; second heat won by A. J. Clark; third heat won by Lawson, disqualified for fouling. Race awarded to Clark.

Cycling Tourists on the Road.

Harry Miller and wife, of Toronto, Can., who are making a 10,000-mile tour, passed through Bordentown, 27th ult., on their way to Washington via Philadelphia and Baltimore. On their visit to the Capitol they will make an effort to get the signature of President Taft. If they succeed in making the trip within a year they are to receive $1,000 from the Toronto Social Club, of which they are members.

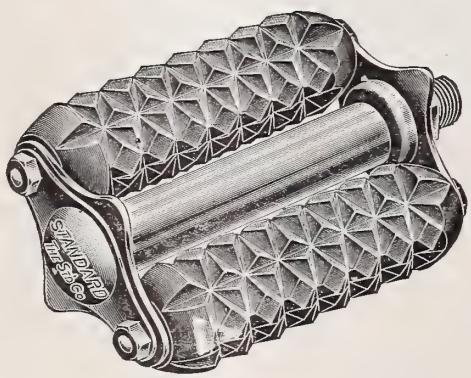
From Chicago to San Francisco in sixty days at a cost of less than $40, the money to be earned on the road, is the ambition of Joseph Graff, a tailor and enthusiastic cyclist of the Windy City. The start was made at noon 12th ult. Graff started without a cent and had a stock of tailor's needles, from the sale of which he expects to net the above amount to defray expenses en route.

New Century Wheelmen Win Lissner Cup.

San Francisco cycling enthusiasts saw the Lissner Trophy Cup lifted by the six-man relay team of the New Century Wheelmen in the premier event of the season at Golden Gate Park Stadium Sunday, the 30th ult. The cup, which is perpetual, has been in keeping of the Bay City Wheelmen for almost two years, since they won it from the Oakland Wheelmen, to whom it was originally given, the condition of ownership being that it must be defended within a month of a challenge.

The race of Sunday was comparatively easy for the winners, only one man of the defending team winning his relay, when E. McLaughlin, B. C. W., led by a length over W. Belleyer, N. C. W., in the first relay. From that on the race was a procession, except in the fifth relay, when H. Born, B. C. W., made the best time of the race and gained back 41 seconds on G. Knabenshue, N. C. W. The total time of the winning team over the thirty mile course was 1:27:17.

"It would be impossible for me to keep abreast of the times in cycledom without the Bicycling World and the Motorcycle Review. I could not get along without it. I am able to keep in touch with everyone through the medium of your publication." —G. L. Mackay, Toronto, Ont., Chairman Racing Board, Canadian Wheelmen's Association.



"Cushion saddles for the feet" is the way one man describes the jar-relieving action of the

No. 3 Standard Motorcycle Pedal

Instead of being rat-a-tat hammers on the shoe bottoms of the rider, these pedals are big, generous, soft, rubber cushions, with deep corrugations that prevent the laziest foot from slipping off. They sell for $3 per pair. Send for descriptive circulars.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS

THE STANDARD CO., Torrington, Conn.

Rastetter Rims R Reliable

LOUIS RASTETTER & SONS

FORT WAYNE, INDIANA

Began Manufacturing Bicycle Wood Rims in 1892

CHICAGO'S RIVERVIEW MOTORDROME

Races every Wednesday, Saturday and Sunday nights to absolute capacity of five rows of seats entirely around the one-third mile circle, with thousands of standees in the infield, **20,000**

$1,000 in Prizes for Professionals Each Week

Patronized by the Best Element of Amusement Seekers in Chicago
More Than 250 Automobiles Parked During Races, August 2nd

Success! Success!! Success!!!

That's the Answer to Critics

It is the consensus of opinion among automobile and motorcycle sportsmen that the Riverview Motordrome has placed motor racing in Chicago on the highest plane possible. Chicago society has taken up the wonderful board track motor sport. Try to get in some night.



Write Today for Tip-Top Offer on

NEVERLEAK

With the bicycle season here in full swing, every bicycle sundries store and repair shop should have a full supply of NEVERLEAK, the wonderful Tire Fluid which automatically heals punctures without the rider even knowing he has one.

Write to-day for the special "Tip-Top" offer on NEVERLEAK. This gives you a lower price and twice the usual number of premium certificates. It's a big winner every way. Write to your jobber about it, or direct to

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

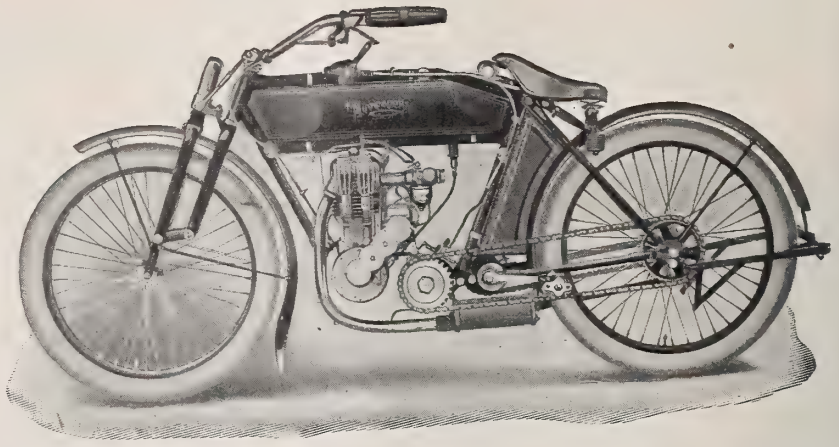
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That's the **Minneapolis**

¶ It is adapted to country roads, hills, clay roads, sand and gumbo.

¶ Allows the rider to start at full speed at a ratio of 8 to 1.

¶ The Minneapolis represents the best value on the market.



LIVE AGENTS—We have some good open territory. Write for terms.
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MOTORCYCLE TIRES



are the Strongest, Safest, Best. Corrugated tread and studded tread.

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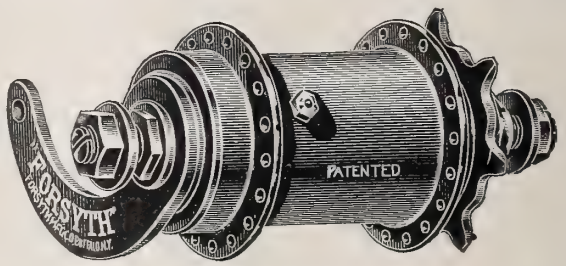
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will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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The Famous Forsyth Coaster Brake

This coaster brake has won its own way on its own merits and for years has given entire satisfaction to its users.

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Made to stand up and do stand up.

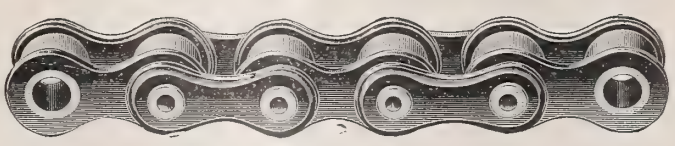
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Echo All-Ways Extension Handle Bars

Fits any stem.

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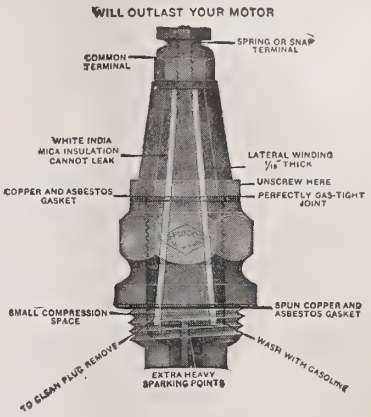
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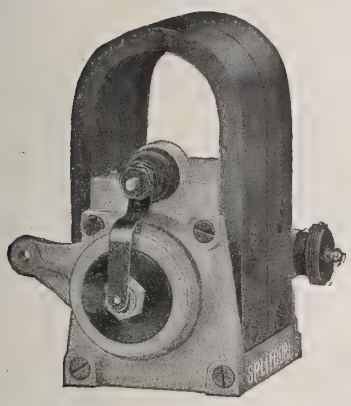
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More Sweeping Victories for
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Sixteen out of eighteen bitterly contested events at the Riverview Track, Chicago, July 29-30, won by motorcycles equipped with SPLITDORF Plugs.

Could there be a better argument than the fact that the crack riders and leading makers use SPLITDORF Plugs?





Splitdorf Motorcycle Magneto

Gives the same Perfect Ignition which has made the SPLITDORF product famous everywhere.

If you want satisfactory service every day specify SPLITDORF Magneto and Plugs for your mount.

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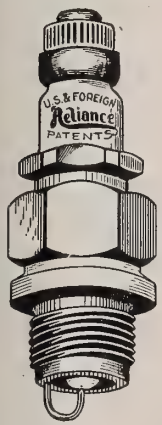
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Reliance SPARK PLUG

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This plug is furnished in ½-inch pipe and metric sizes. The porcelain is shorter than in regular types, and it is designed throughout for motorcycle work.



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Carbon Proof and Soot Proof Positively Guaranteed

This Reliance Plug has a patented electrical action which destroys carbon and soot as fast as it is deposited. This absence of short circuiting matter makes it possible to utilize the entire energy of your battery or coil at all times and get a concentrated spark that means more power.

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Why not let us demonstrate our ability to cut down your costs? We work to standard or special designs and use

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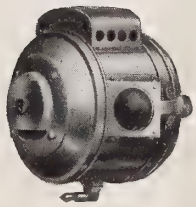
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CHICAGO DETROIT NEW YORK

A Front and Rear Light in One Lamp



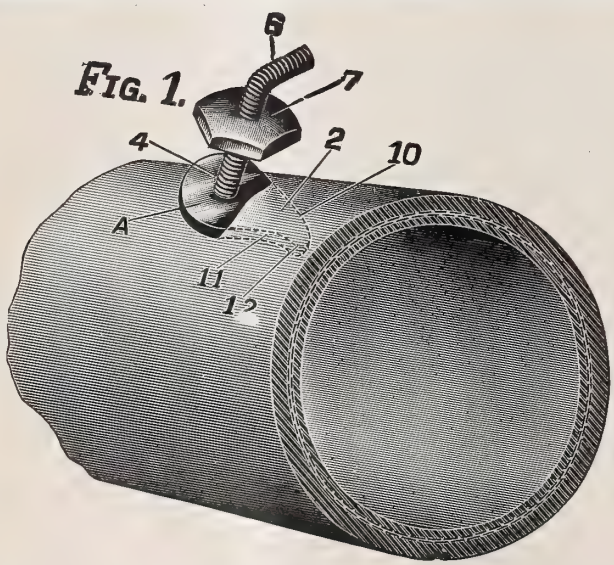
We show here a Solar Motorcycle Headlight with a 1½-inch red jewel side light extending on either side. These red lights are set at an angle and the rider's body cannot obstruct both, so, at all times, a red light shows to vehicles approaching from the rear. This same lamp throws a brilliant searchlight far into the distance ahead and makes a steady, clear, bright-as-day SAFE path to follow. High speed at night can be made with this lamp and crowded streets can be traveled in safety. This lamp is heavily nickeled and has a powerful 4-inch lens mirror reflector. No other make of motorcycle headlight can equal it.

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We made the first gas bicycle lamp sold. Solars have always led in improvements. If you want the latest things in motorcycle lamps send for the Solar Catalog. See Solar Headlights and Lamps at your dealer's.

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Send for our lamp and handlebar chart which describes the new models and supplies all bracket information.

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EXCELSIOR AUTO-CYCLE



Eastern Representative STANLEY T KELLOGG — 169 Beechwood Ave. BRIDGEPORT CONN

May 1st, 1911.

Hawthorne Manufacturing Co., Inc.
35 Spruce Street,
Bridgeport, Conn.

Gentlemen:

Confirming my verbal order given your Mr. Hawthorne, beg to say that I would ask you to enter my order for 100 of your large type Old Sol head light with bracket.

This is the Daddy Sol lamp that I have reference to and is the same as one tried out by Mr. Richard Steiner in the recent New York-Southampton Reliability Run. Mr. Steiner states that this lamp performed with the best of satisfaction, and showed far greater light than 50% of the automobile lights passed on the road. As for motorcycle lamps it has them all put out, even your present Old Sol lamp that is superior to any other motorcycle lamp on the market.

In giving you this order, at this early date, I trust that you will be able to get out a number of the lights in the very near future so that I can deliver to the already asking trade.

I would thank you to acknowledge this order and assure you that I am awaiting patiently the first shipment.

Respectfully yours,

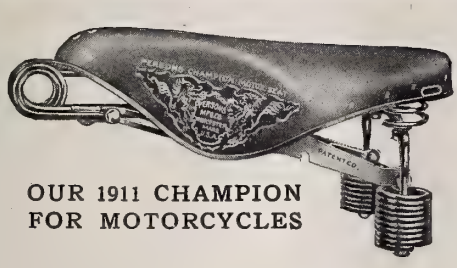
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The above tells the story.
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HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO



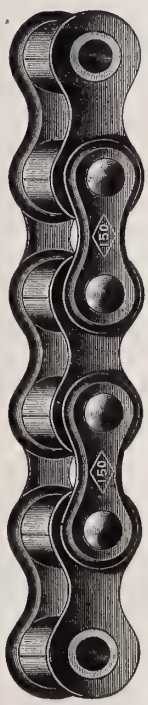
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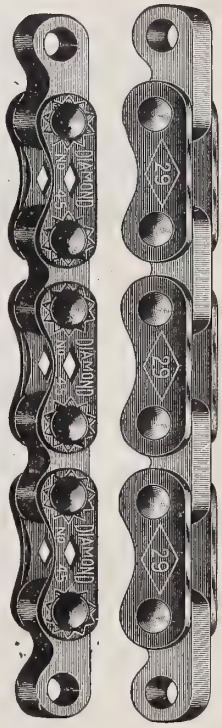
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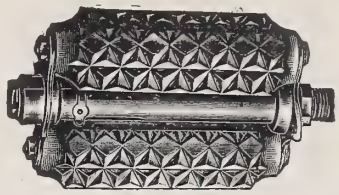
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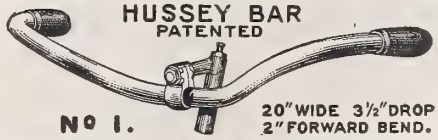
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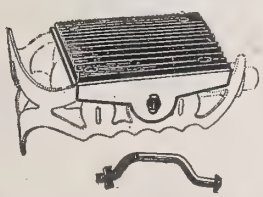
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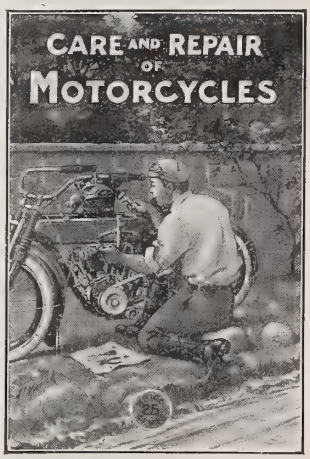
BICYCLE GOODS
Motorcycle Supplies
We want every dealer to have our 1911 Catalogue and Bargain Books. Please write us on your letter head for No. 48.
NEW YORK SPORTING GOODS CO.
15 and 17 Warren Street, New York

LIVE WIRES
We Buy Right and We Sell Right
Send for our 1911 catalog of bicycles and motorcycles and sundries, and our special bargain list, published the *first* of every month.
HAVERFORD CYCLE CO., Philadelphia
Buffalo, Washington, Newark and Atlantic City

25 Cents Will Save You

much unnecessary motorcycle trouble, provided that the 25 cents is invested in getting by mail, prepaid, a copy of

"Care and Repair of Motorcycles"



¶ In its new, revised, 1911 edition it has been amplified and enlarged to include matter and illustrations relating to the more recent improvements on American motorcycles, such as mechanical lubricators, free engine clutches, two-speed gears, magnetos, etc., together with special sections concerning motors, valves, carbureters, fuel and important general subjects, all plentifully illustrated.

¶ "Care and Repair of Motorcycles" is sent prepaid to any part of the world for 25 cents. It is a book that every motorcyclist and every motorcycle repairman should have.

The Bicycling World Co.
Tribune Building New York City

ESTABLISHED 1844.
SCHRADER
UNIVERSAL VALVES
TRADE MARK REGISTERED APRIL 30, 1895.
The Standard American Valves for Automobile, Bicycle & Vehicle tires
Manufactured by
A. SCHRADER'S SON, INC.
28-32 Rose St. New York, U.S.A.



American Motorcycles
Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
AMERICAN MOTORCYCLE CO.
Wells & Seigel Sts., Chicago

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

WHY take chances on a second-hand motorcycle if you can buy a high class

N.S.U. AT $185

covered by a year's guarantee?

ACT QUICKLY!

N. S. U. MOTOR COMPANY
206 West 76th Street New York City

Cost of Motoring Reduced

Pan Cake Winding—the best known method of winding coils is used exclusively in Pfanstiehl Ignition. It gives a bigger, better spark with less current than is possible with any other method of building up the secondary circuit.

PFANSTIEHL IGNITION

means greater economy in operating a car because it gives greater efficiency in coils and magnetos. It has other advantages you should know about before deciding on your ignition equipment. Our Bulletins on Ignition give the facts. Write today.

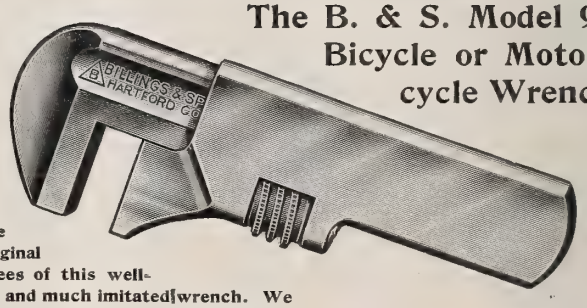
PFANSTIEHL ELECTRICAL LABORATORY, 123 State Street North Chicago, Ill.

Great Clearing Sale!

Send at once for special bargain bulletin on bicycles, tires and accessories. This bargain sheet will save you money.

J. W. GRADY & COMPANY
Worcester, Mass.

The B. & S. Model 97 Bicycle or Motorcycle Wrench



We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

THE BILLINGS & SPENCER CO., Hartford, Conn.
CLAIRE L. BARNES & CO., McCormick Bldg., Chicago

Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

THE MOTT WHEEL WORKS, Utica, N. Y.

No. 88 Motorcycle Lamp—$5

A Motorcycle Searchlight.
Mirror Lens Projecting a Powerful Light.
Integral Generator.
Nickel Finish.
Weighs Only 23 Ounces.



THE MOTOR CAR EQUIPMENT CO.
55B Warren Street, New York City



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

KOKOMO

"Are you profiting by what we offer you in Kokomo Tires?"

Repeat orders, year after year, with a flood of orders from new friends each season, show that with Kokomo tires we hit the nail on the head as to what the public and the trade want in tire quality and prices.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.



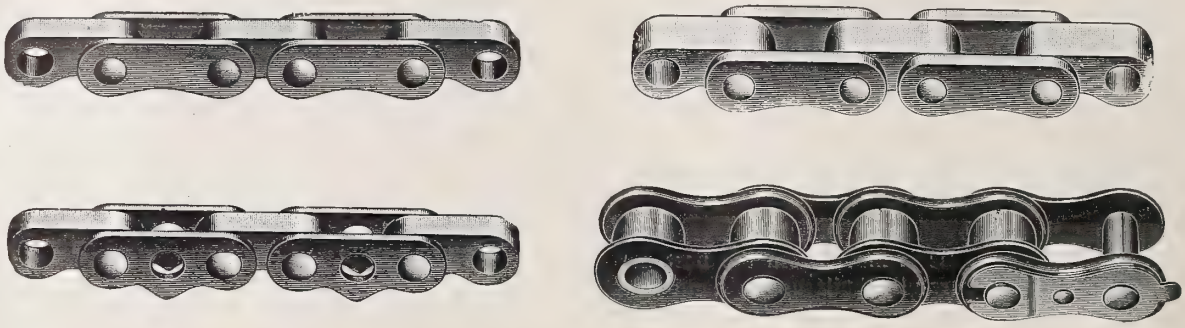
Kokomo Dotted Tread

A tire that prevents skidding and is safe and reliable on wet, slippery roads and city streets. Of high quality and careful construction. Furnished in road weight or in thick tread.



Kokomo Guaranteed Red Thorn

Made of red rubber, is extra heavy and is built especially for long service.



Whitney Chains

FOR BICYCLES AND MOTORCYCLES

have made remarkable records. Wherever chains are used "Whitney" Chains are recognized as leaders on account of their well known wearing qualities. "Whitney" Chains are made right and they are made from the right kind of material, thus giving the highest efficiency.

Driving chains must be accurate and durable. "Whitney" Chains are both and that is why our chains give such excellent results. Before ordering investigate our product. It will pay you to do so.



"Whitney" Connecting Link



THE WHITNEY MFG. CO., Hartford, Conn.

The Popular All-Rubber Motorcycle Belt

Pennsylvania Motorcycle Belts

THIS Company makes a specialty of Motorcycle Belts and their product has the popularity that follows satisfaction.

We enjoy the business of some of the largest motorcycle manufacturers and have the equipment which enables us to figure on a very favorable basis with both the manufacturer and jobber.

These belts, like our Vacuum Cup Tires for Automobiles, Motorcycles and Bicycles, are made by an Independent Company with an Independent Selling Policy.

Our attractive trade proposition for 1912 is now ready. Write for it.

Pennsylvania Rubber Company
JEANNETTE, PA.

BRANCHES:

Pittsburgh—505 Liberty Ave.
Detroit—247 Jefferson Ave.
Chicago—1241 Michigan Ave.
Minneapolis—917 First Ave. S.

PENNSYLVANIA RUBBER CO. OF NEW YORK,
New York City—1741 Broadway.

PENNSYLVANIA RUBBER CO. OF CALIFORNIA,
San Francisco—512-14 Mission St.
Los Angeles—930 So. Main St.

We protect the Jobber and our selling policy insures a fair margin of profit for the wholesale trade.

DEALERS!

POPE MOTORCYCLE

Sells for $175 with Magneto

From all parts of this country and from many foreign countries—wherever Pope Motorcycles have been sold and tried out—there have come to us from dealers and riders, unsolicited expressions of satisfaction and admiration. We now have on file numbers of complimentary letters, praising our machine in the very highest terms. Only a few of these have already been published.

If you have followed our recent series of motorcycle advertisements in the last three issues of this journal,

You Know How the Trade in General Regards the POPE MOTORCYCLE

Instead of giving you our own opinion of the machine we are more than content to let disinterested dealers and riders tell the story of its success. This is the way people write of the Pope Motorcycle:—

FROM A RIDER IN BINGHAMTON, N. Y.

"Thought I would let you know that I have covered about one hundred and fifty miles on the machine which I ordered through Mr. Abbott. Have had no trouble except the usual troubles of a beginner due to inexperience or lack of instruction. She is a GREAT HILL-CLIMBER and is admired wherever I stop. Am very well pleased."

FROM GEO. E. RHINE, MASSILLON, OHIO.

"Motorcycle received and was tried out by several prospective buyers and also myself, and all were more that satisfied at the performance of the machine, especially on the hills, and it also pleased me to hear the remarks about the machine while on display in my show window."

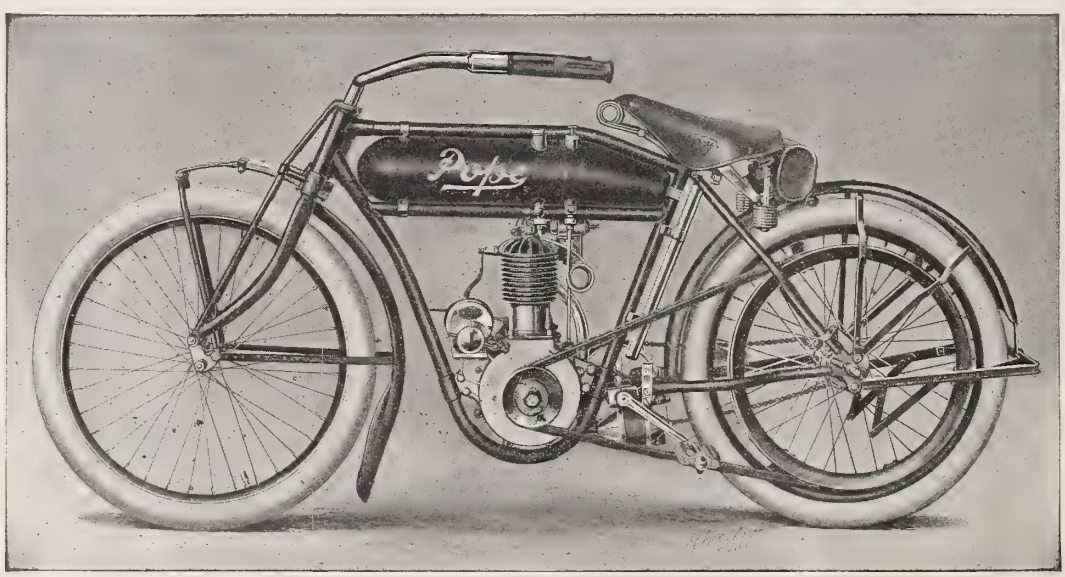
OUR DEALERS IN STATESBORO, GA., WRITE:

"The Motorcycle was satisfactory in every respect, and did even more than we expected of it. Sold it to Mr. ———— of this place. Ship another as soon as possible."

EXTRACT FROM LETTER WRITTEN BY OUR DEALER IN LEBANON, IND.

"The machine you sent me is a dandy and it is causing the boys to 'sit up and take notice.' I expect a nice trade with it in the Spring. Rush my order and oblige."

Now is the Time to Order a Demonstrator



Send for Catalogue and Dealers' Terms

POPE MOTORCYCLE

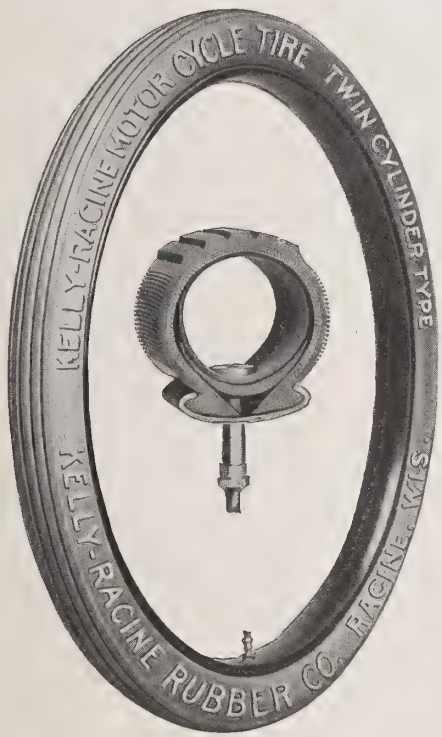
Sells for $175 with Magneto

THE POPE MANUFACTURING COMPANY

Hartford, Conn.

Kelly-Racine Twin Cylinder MOTORCYCLE TIRES

Built for Business



Absolutely Non-Skid

For Heavy Duty and **Long Service**

This tire is a compound of pure Para rubber, the finest grade of Sea Island cotton and BRAINS. It is built on regular cores, the same as motor car tires, and the same kind of a tire-machine, thus insuring absolute uniformity of construction.

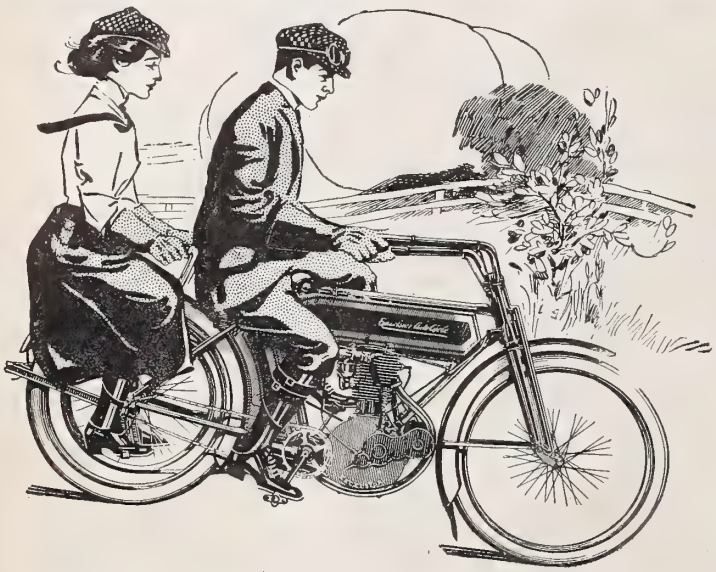
We are believers in the motorcycle business and we are contributing to its advancement in offering to it the finest kind of tire equipment that experience, skill and the resources of the most modern tire plant in the world can produce.

The Kelly-Racine Rubber Co. is closely identified with the motorcycle industry and will specialize in its requirements.

We recommend without reservation the Kelly-Racine Twin Cylinder Motorcycle Tire.

KELLY-RACINE RUBBER COMPANY, Racine, Wis.

Excelsior Auto-Cycle Blazes The Way



Great Price Reductions in New 1912 Models with Exclusive Features

We have set the pace in prices on this new 1912 Model Auto-Cycle. Think of paying **less** for an advanced 1912 model than for a 1911 model. Remember this: the Excelsior is the **lowest priced** motorcycle in the very first rank of excellence on the market today. Further economy in factory operation and our multiplied output **alone** make these prices possible.

Get the Best Motorcycle Now at a Reduction of $25 to $60

The Excelsior was **cheap** at its former price; **now** it is nothing short of sensational. Remember the Excelsior will stand up under any amount of wear and tear. Speedy and strong, it will last for years. Leader of leaders, you can now purchase an Excelsior at the following decisive reductions:

Excelsior Twin Cylinder, Magneto Model, formerly $310, now $250
Excelsior Single Cylinder, Magneto Model, formerly 250, now 225
Excelsior Single Cylinder, Battery Model, formerly 225, now 200

These prices F. O. B. factory

Exclusive 1912 Model Excelsior Features

Low, comfortable saddle position. Automatic oiling system. Low engine position, giving low center of gravity. Perfect carburation and lubricating systems. Shock absorbing spring fork. Vibrationless silent motor. Long wheel base. Perfect belt transmission. Complete grip control. Large gasoline and oil capacity in copper tanks. Perfect balance. Any make of tires you want. These are only a few Excelsior good points. Send today for full particulars. Be among the first to ride a 1912 Model—own a machine that will make you the envy of everyone.

Why Not Take a Real Joy Ride?

Go for a whizzing spin out into the fresh, green country that will make every bit of you tingle with vim, zest and joy. Take your vacation **every** day and hit home feathers at night. Take your wife, too, or Her. As cheap as a bicycle—as easy to operate as your fork and knife. Taboo the street car with its sweltering mob—get to work in a jiffy. Evenings and Sundays become one glad lark. Write **today** for Excelsior literature.

EXCELSIOR SUPPLY COMPANY 2260 Union Avenue CHICAGO, ILL.

EDWARDS-CRIST MFG. CO., CHICAGO AGENTS,
1404-6 Michigan Avenue and 1150 W. Jackson Blvd.

W. H. WHITESELL, PACIFIC COAST DISTRIBUTOR,
628 S. Spring St., Los Angeles, California

STANLEY T. KELLOGG, EASTERN DISTRIBUTOR,
169 Beechwood Ave., Bridgeport, Conn.

MEAD AUTO-CYCLE, WESTERN DISTRIBUTORS,
1374-6 Broadway, Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY

FLANDERS TALK

We are now delivering the first samples of Flanders "4" Motorcycles. Look for them in Motorcycle Row in Boston, New York, Buffalo, Cleveland, Columbus, Toledo, Chicago, Denver, Frisco and Los Angeles.

Keep your eye open for them on the roads. You will have to do this for they don't make much noise. The noisiest thing about a Flanders "4" is the price.

We asked a dealer who came to Pontiac to close with us "why he desired 100 motorcycles before March 1st.

His answer was: "I shall put this problem in figures on my window and any person with an idea of purchasing a motorcycle will go no further than my sales room, for I shall sell him a Flanders "4."

They ask you . $250.00 for a magneto model.
We sell you for $175.00 a Flanders with Magneto.
You save . . $75.00.

This means four times as many sales.

Our advertisement in September 2d issue read with care. More surprises.

FLANDERS MANUFACTURING CO., Pontiac, Mich.



How to Satisfy Your Customers and Make Money



The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

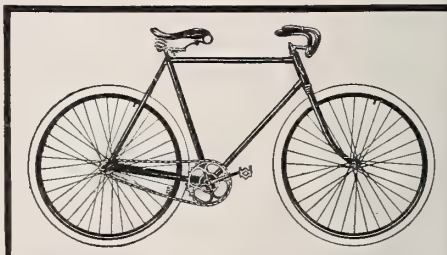


The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

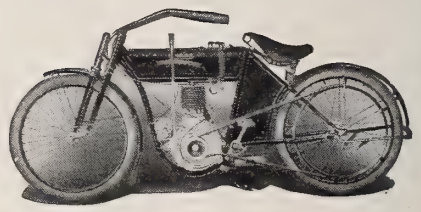
We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



PROVED BY PERFORMANCE

The finest kind of proof of what a motorcycle can do is what it does do in the hands of its purchasers.

Emblem Motorcycles



deliver the goods under all conditions and keep doing it. The following letter is a sample of the kind we are constantly receiving:

Ida, La.

EMBLEM MFG. CO., Angola, N. Y.

Gentlemen: The 5 h. p. Emblem flat belt and idler received by express.

I must say, I have been in the wheel business for some time—have tried other makes of motorcycles over the hills and sand here, some have one fault and some another, but if any one wants the machine that has the power to take them up the steepest hills and one that will bring you home every time, and always ready to go—get the "Emblem."

It is the ONE motorcycle that will make good EVERY TIME. Everyone says it is the BEST ever seen here; you can expect more orders.

Thanking you very much for your "square" way of doing business, I beg to remain,

Yours respectfully,
N. B. SPEARMAN.

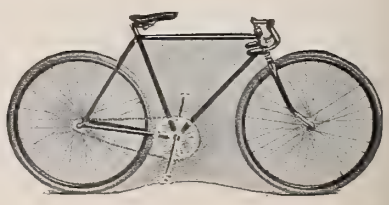
Get aboard the Emblem band-wagon and joy-ride to the Paradise of Motorcycling—the Land of Content.

Emblem bicycles and motorcycles furnish the surest kind of transportation.

EMBLEM MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.



The Simple Fact Is Just This:

The *Thor* IV is the Most Reliable and Fastest Single Cylinder Motorcycle Built.

PROOF:

RELIABILITY

¶ Practically every Endurance Contest held during past two seasons won by the *Thor* IV. Also some individual runs such as the last Cleveland to New York in 35 hours on ONE machine. Chicago to Pacific Coast on ONE machine, 21 days.

SPEED

¶ Springfield, Ohio — *Thor* wins every event entered in. Portland, Ore.—*Thor* makes clean sweep, six out of seven races. Chicago Motordrome—Private Owner Class; *Thor* IV stock machine continually defeats field of all machines. Miles in 59 seconds. Trade Riders Class, *Thor* all the time. Five miles 4.11; average 50 seconds to the mile. Two miles at 48 second clip. 75 miles per hour.

¶ Now that is what we call a real single cylinder motorcycle. The *Thor* IV just naturally adapts itself to every condition and romps home a winner.

Aurora Automatic Machinery Co., Thor Bldg., Chicago

FISK
BICYCLE
TIRES

The Best by Actual Test

LAST year 50 per cent. of the high-priced wheels manufactured were equipped with Fisk Tires.

THIS year 75 per cent. of the medium and high-priced wheels will be sent out with Fisk Tires.

THIS shows how Fisk Bicycle Tires have steadily gained in popular approval. Experienced wheelmen are now demanding them and the manufacturers of Iver Johnson, Pope, Pierce, Yale, Emblem and Snell wheels are using only Fisk Tires as standard equipment.

DEALERS will find a ready-made demand for new Fisk Equipment and replacements. Write for catalog and trade prices.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities



The BROOKS B130; constructed throughout of the finest materials and eminently suitable for light-weight Motor Cycles; it embodies the BROOKS Compound Springs, which entirely eliminate the slightest tendency to bounce, even over the roughest roads.

Simplify the Sale—

See that the Saddle fitted to every Motor Bicycle you offer is such as will help—not hinder you!

We know that the saddle alone can never sell the bicycle, but—we know also that the undoubted superiority of the

BROOKS—

the original and only genuine Compound-Spring Saddle—

will prove a greater aid than any other.

Remember, this is the only saddle that can embody that exclusive feature, the BROOKS Compound-spring, and hence—the only saddle that can yield real comfort to the rider, and make the roughest road vibrationless.

J. B. BROOKS & CO., Ltd., 73 Criterion Works, Birmingham, Eng.



The BROOKS B104—a most luxurious saddle; it embodies the BROOKS Compound Springs, and is specially constructed to give a low riding position. Plain and padded tops.

1912-MESINGER-1912

"Reputation" "Supremacy"

THE MOST COMPLETE LINE OF

MOTORCYCLE AND BICYCLE SADDLES

All Records Broken on This Saddle



Used by All Well Known Racing Men

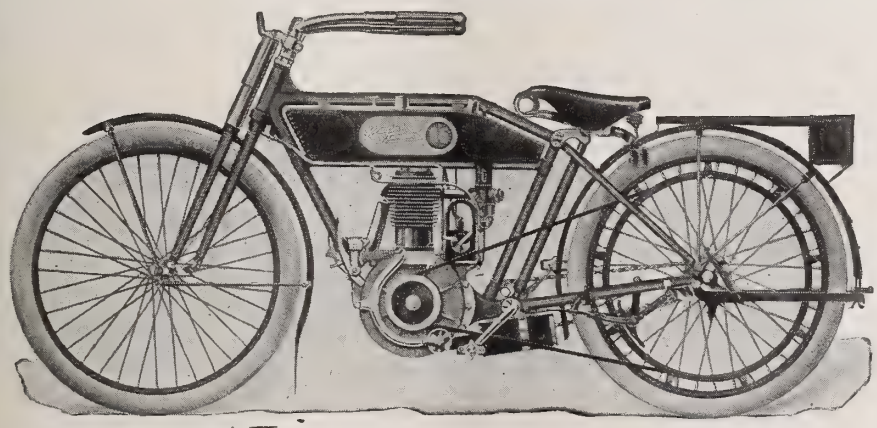
Write for Advance Cuts of Saddles for 1912

H. & F. MESINGER MFG. COMPANY

1801-1807 First Avenue NEW YORK CITY

The Qualities That Make a Winner

are derived only from correct design, perfect material and skilled workmanship. The very best of them is embodied in



The Reading-Standard

Comfort, Safety and Satisfaction

are assured by our combination of shock absorbing seat post and the most elastic spring fork ever made, adjustable foot rests and low saddle position, double brake system, two distinct oiling systems, perfect balance and steering qualities, ball bearing motor and other exclusive features.

The Highest Quality at the Right Price

WRITE TODAY FOR NEW CATALOG AND OPEN TERRITORY.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

England Vanquished World Now Bows to Blue Streaks



Jake De Rosier

Jake DeRosier on Blue Streak Tires takes two out of three heats in the match-races with England's crack rider, C. R. Collier, at Brooklands Track, Weymouth, England, on July 15th.

It's all over. Jake wins, beating the Englishman on his own track. The match was run in three heats. The first heat, 5½ miles, won by DeRosier; second heat, 13½ miles, won by Collier; third, a distance of 27 miles, won by DeRosier, through the most terrific continuous riding ever witnessed, some of the laps showing speed of 85 miles an hour.

Tires Solid as New

85 miles an hour—three nerve-racking, tire-killing races—an aggregate of 46 miles and at the end of it all, tires probably as good as they were **at the crack of the pistol.**

The same kind of quality was shown when Goodyear Blue Streak Motorcycle Tires won 13 out of 15 races, July 14 and 15, in the F. A. M. National Event at Buffalo, N. Y.

The Goodyear Habit

Goodyear Motorcycle Tires are winning not only on every **track** in the country, but on every **road** on which they are **ridden.** To **win** has become a **fastened habit** for Goodyear Tires.

GOODYEAR

Blue Streak Racing Tires
Stock Motorcycle Tires

The Reason Why

The greater endurance and speed possessed by these tires is due to the way they are **made** and the **things** they are **made** of. **Back** of every Goodyear Motorcycle tire there is 12 years of successful automobile tire building experience; and **in** every tire the best grade of rubber and fabric that money can buy, fashioned into **perfection** by the world's greatest tire experts. Yet these premier tires while they cost **less** to maintain cost you **no more than other kinds.**

A Tire for Every Road

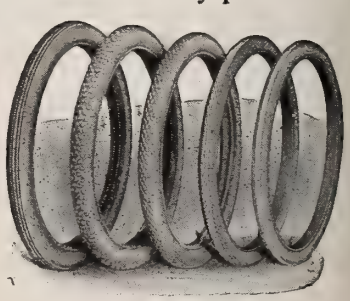
In specifying Motorcycle Tires, remember that a tire gives better service when it is adapted to the road condition most frequently encountered; remember, too, that there is a Goodyear built for **every** road condition, and specify one of these:

1. Goodyear Corrugated Tread Tires—For the average give-and-take road.

2. Goodyear Studded Tread Tires—For mud, sand, snow, and ice travel.

3. Goodyear Non-Skid Tires—For city pavements. Adopted by Chicago police department.

4 and 5. Goodyear Blue Streak Racing Tires—Hold all world's records; one tire for dirt tracks, another for cement or board.



1 2 3 4 5
The Goodyear Quintette

Send for "Tires of Old War Horse" The most interesting booklet ever written about motorcycle tires. Grips interest to the end. Also safeguards you against tire loss. Write for it tonight.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 of the Principal Cities (386) *We Make All Sorts of Rubber Tires*

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, August 19, 1911. No. 22

MILES GETS CONTROL OF PALACE

Heads New Company Which Obtains Lease of New York's Show Building—The Others in the Enterprise.

Having long enjoyed a monopoly of the automobile show privileges in Chicago, S. A. Miles, general manager of the National Association of Automobile Manufacturers, which conducts the Chicago shows, and will also invade New York this winter and hold an open show at the new Grand Central Palace, has formed a company which has secured control of the Palace for all future exhibitions. While Miles will run both of the N. A. A. M. shows in Chicago and New York, his connection with the new controlling interests of the Palace is distinctly a separate enterprise.

This new company is styled the International Exposition Co. and Miles is its president. The other officers are as follows: Vice-president, Richard G. Hollaman; secretary and treasurer, James C. Young; managing director, Capt. J. A. H. Dressel. Directors—Edward V. P. Ritter, Charles E. Spratt, Samuel A. Miles, James C. Young, Richard G. Hollaman and J. A. H. Dressel.

Mr. Young only recently resigned as secretary-treasurer and manager of the Madison Square Garden Co. to assume similar duties for the owners of the Grand Central Palace, which will fall heir to practically all of the shows which hitherto have been held in Madison Square Garden, the demolition of which will begin on February 5th next. Capt. Dressel, who will become managing director of the International Exposition Co., fathered several sportsmen's and other shows which have been held in New York and elsewhere and latterly has been connected with the Madison Square Garden management. Richard G. Hollaman, another director, is the owner of the Eden Musee.

Dates Fixed for Motorcycle Show.

All doubts as to where the next national automobile show in New York City next winter would be held, in view of the rumors concerning the razing of Madison Square Garden to make room for office buildings, have been removed by the announcement by the show committee of the Automobile Board of Trade, the successor of the Association of Licensed Automobile Manufacturers, that the twelfth national show would be held in the Garden. As was the case this year, the 1912 function will be a double header, which is to say that it will extend over a period of two weeks, opening on January 6th and closing on the 20th. According to present plans, motorcycles are scheduled for the second week, along with trucks and other vehicles and accessories which are not eligible for the first week, when the pleasure cars will be shown. It will be the last motor show to be held in the Garden, the destruction of which will begin early in February. The same show committee which handled the 1911 exhibition again will be in charge of the work, and is composed of the following: George Pope, chairman; Charles Clifton, Alfred Reeves, and Merle L. Downs, secretary.

Lingenfelder Manager of Goodyear Branch.

Edward Lingenfelder, the former professional racing motorcyclist, who was prominent in the palmy days of racing on the Los Angeles (Cal.) Coliseum, has engaged in more peaceful pursuits. He is filling the managerial chair of the Goodyear Tire & Rubber Co.'s branch in that city, a position much to his liking.

PARTS STANDARDIZATION AGAIN

Replies, Interviews and Discussions Give Evidence of Much Interest Aroused—New Features Also Advanced.

Regarding the proposition as acted upon by the Cycle Trades Industries at the recent Atlantic City convention, to standardize chains and the number of spokes in bicycle wheels, and in reply to the editorial and article anent the same in the issue of the 12ht inst., many replies containing much favorable comment have been received. In interviews with a number of prominent dealers on the subject, several new features were added to the discussion brought out, no doubt, by the different angle from which the questions involved are viewed by dealers and repair men, as compared to the views of the manufacturers and jobbers.

The standardization of spokes and rims apparently is attracting far greater attention than the question of chains and other features as set forth in the following. The rim and spoke problem unquestionably involves the largest financial consideration to all concerned, and as regards the interchangeability of rims, all are unanimous in declaring themselves in favor of it; but as to the number of spokes proposed there is quite some variance of opinion.

All are agreed that 34 spokes, as proposed at the convention, cannot be laced or built up tangentially to produce a symmetrical combination of spokes on each side, without exception stating that for a wheel to be truly symmetrical it is necessary to have the total number of spokes divisible by four. Then the question resolves itself as to the number, either 32 or 36, to be used. Some of the replies confirmed the

opinions stated in the above mentioned articles, that 32 spokes would be sufficient. Others stand out for 36 spokes. Of the interviews, the majority were in favor of the higher number. Of the latter, probably the most concise and thoroughly representative of all the others are the views of H. A. Gliesman, of New York.

Taking up the question of the number of spokes, Mr. Gliesman, after agreeing on the impracticability of 34 spokes, says: "Now it is all very well and good to quote instances of rear wheel being used for racing purposes with but 32 spokes, and I realize that there is a very considerable strain put on such wheels, but beyond that those racing wheels are not being ridden up and down curbstones and over, sometimes, miles of block pavements in a day's riding; nor are they loaded with package carriers, often on front and rear, as are a number of wheels that are used for commercial purposes.

"Considering the question carefully, I would state that I am unequivocally in favor of 36 spokes front and rear, then the commercial bicycle, just which is now the larger proportion of wheels used, would derive the benefit of a larger and very much needed margin of safety in the front wheel construction, to the undoubtedly greater satisfaction of the consumer and hence larger business for all connected with the industry.

"To carry this standardization further, I would also suggest that the flanges on both front and rear hubs be made with the same diameter for the spoke-hole circle, either by enlarging the flanges on front hubs to the same as the present rear, or distributing the alteration equally between the two; then, indeed, could but one length of spoke be used universally. Another matter is the axle diameters and corresponding number of threads thereon. My idea is to have a standard diameter of say 5/16 inch front with 24 threads and 3/8 inch rear also 24 threads.

'In support of this last I will ask, 'How many axles have we seen that have been stripped of threads, due to forcing on a different thread nut, just because one with a matching thread for some reason was not at hand?' When the satisfaction of the consumer and the reduction of stock necessary to be carried enters into the discussion, I know, from personal experience, that this latter proposition would receive genuine support and would be duly appreciated by all."

Atlanta Dealer Reports Large Business.

The Castle Bicycle Co., of Atlanta, Ga., agents for the Harley-Davidson, report having made sales to practically all of the city departments of Atlanta, including the police, the health department, the Atlanta Gas Light Co. and the Atlanta City Messenger Co.

Gus Castle, manager of the company, has recently made a visit to the Harley-Davidson factory to close a large contract.

NEW YORK HOME FOR U. S. RUBBER

Tire Concern Enters Sky-Scraper Owner Class—Commodious Headquarters to be Ready in October.

Enjoying the double distinction of being the tallest building north of Times Square in New York City, as well as the largest building in the city connected with the American motor industry, a new 20 story skyscraper, shown in the accompanying illustration, is being erected for the United States Rubber Co., at the southeast corner of Broadway and Fifty-eighth street, in the heart of the metropolitan automobile



NEW U. S. RUBBER CO. BUILDING

district. The building will be strictly a business structure, and while devoid of unnecessary lavish expenditure in decoration, will contain every modern device and arrangement of value for the expeditious transaction of business.

Projected primarily to afford adequate uptown offices, conveniently located, for the United States Rubber Co., the building also will house the local sales offices of the United States Tire Co., a subsidiary of the parent company. These sales rooms will be located on the ground floor and will have storage space underneath. The upper portion of the building will be occupied by the United States Rubber Co., and the unused space will be let on rental. The main entrance of course will be on Broadway, and there will be six passenger elevators, both express and local, to handle traffic. On the Fifty-eighth street side there will be a freight elevator. White marble and structural steel will be used and the building will be absolutely fireproof. The street front design as a modified Renaissance in two parts, the more elaborate design being in the lower part, which is most in the line of ordinary vision. The building is expected to be ready for occupancy in October, 1912.

States-Made Motors Majority in Toronto.

Toronto is an international center from a motorcycle point of view. At a recent gathering of motorcyclists it was found that about forty of the machines present were British made, forty American and sixteen Canadian makes. The census was taken without warning or notice and fairly represents the popularity of the different machines. The Indians headed the list with 28 present. The Canadian Motosacoche came next with 16, while the first British make was the Triumph with 12. The N. S. U.'s and Reading-Standards both numbered eight, while six Browns and six Bradburys were on the scene. Other makes were represented as follows: Marvel 3, Merkel 3, Pierce 2, M. M. 2, Rudge-Whitworth 2, Curtis 1, Douglas 1, Lincoln Elk 1, Minneapolis 1, Harley-Davidson 1, King Dick 1, Yale 1 and Humber 1.

Twenty different makes were represented, ten of which were American manufactures and nine English. With such an array of talent competition at the race meets at Toronto is often very spirited and an international feeling is always prevalent. Up to the present the Indian and Reading-Standard machines have held sway in the heavyweight division, with the Bradbury and Rudge-Whitworth models giving the best argument for the Old Country. The Canadian Motosacoche has always been prominent in the lightweight class.

New Flanders in Attractive Booklet.

Showing a motorcyclist on a Flanders "4" coming over the brow of a hill with apparent ease and looking back for a companion who is waiting at the foot, sizing up, as it were, the way the Flanders went up, i sthe attractive cover design of an advance booklet of the Flanders "4" which the Flanders Mfg. Co., Pontiac, Mich., has issued to partially satisfy the hunger for knowledge of its product pending the appearance of its regular catalog. While well illustrated with side views and sectional cuts of the Flanders, together with the factories where it is manufactured, the booklet is mostly given over to the familiar Flanders human interest talks, setting forth its claims for the superiority of its product and giving the public some "inside information" concerning motorcycle manufacture. Questions which the average prospective purchaser naturally would ask concerning the upkeep cost and attention required to operate are anticipated and answered. Typographically the booklet is of a high order, and is of convenient size.

DEALERS ADOPT CONSTITUTION

If Lived Up To Will Prove a Big Boost for the Dealers and Business in General in New York.

If the new motorcycle dealers' organization of Greater New York lives up to all the aims which it has set itself in its constitution and by-laws, it cannot well fail to be a power for good in the motorcycle field in its district. The legal title of the organization will be "The Motorcycle Dealers' Association of Greater New York," and it will incorporate under New York laws.

Among its stated objects are the promotion of mutual acquaintance and amicable business relations between its members; the advancement of the welfare and interests of the motorcycle industry in Greater Nork York; the furtherance and support of all projects tending to popularize the use of motorcycles for legitimate purposes; the endorsement and support of track and road racing when same is properly governed and conducted; the support of local club contests when these events tend to further the use of motorcycles for sane and legitimate uses; to protect riders from unscrupulous dealers and to keep tabs on and oppose adverse legislation directed against motorcycles.

Dealers eligible to membership must be legitimately engaged in the sale of motorcycles and accessories and must be bona-fide agents for at least one make of motorcycle. The dues are $10 per annum. The annual meeting and election of officers will be held on the third Monday in February of each year, and monthly meetings will be held on the first Monday of each month. For the present, the place of meeting is left to the discretion of the president.

The officers consist of a president, first and second vice-presidents, secretary-treasurer, and three directors. All officers except the directors are elected for one year. The president has the power to engage counsel when he deems it necessary for the interests of the association.

Interstate Commerce Commission Acts.

Washington, D. C.—The Interstate Commerce Commission, in its decision against the Atchison, Topeka & Santa Fe Railway Company, et al., in a complaint brought by the Commercial Club, Trafic Bureau, of Salt Lake City, Utah, has lowered both the class and commodity rates maintained by the interested carriers between Chicago, Ill., Mississippi River and Missouri River territories and Salt Lake City, Provo, and Ogden, Utah, it having been decided after a very lengthy consideration of the matter and many hearings, that the present rates are unjust and unreasonable, and it has prescribed what shall be the maximum for a period of not less than two years from November 15, 1911, for a large commodity list, and among the list provisions are found covering the following items:

Bicycles, complete or stripped, with or without the stripped parts, boxed or crated, minimum carload weight 10,000 pounds: From Chicago and Chicago territory, $2.50; from Mississippi River territory, $2.40; Missouri River territory, $2.00.

Motorcycle Garage Incorporates.

New York's unique motorcycle garage, located at 318-320 West Forty-eighth street, until recently operated as a branch of the Tiger Cycles and Aeroplane Co., has been placed on a firmer footing by articles of incorporation, and will hereafter be known as the New York Motorcycle Co., whose objects, as stated in the articles, are manufacturing, repairing, sales and care of motorcycles, bicycles, automobile and aeroplanes, and in addition will also act as distributor for Thor motorcycles in Greater New York and Long Island.

The incorporators are H. A. Gliesman, president; A. Gliesman, secretary, and Charles Jensen, vice president, all of New York City. Capital, $10,000.

Johns-Manville Co. Controls "Solderall."

"Solderall," a solder in paste form, put up in collapsible tubes, is now controlled by the H. W. Johns-Manville Company, of New York. The solder is made up of a very finely pulverized tin combined with non-corrosive flux, and may be applied to anything made of metal by simply heating with a match, for joining wires or other small work. For larger work, however, it is well to use a hot iron or torch.

Joplin Cycle Co. Changes Hands.

L. J. Davis, proprietor of the Joplin Cycle Co., 711 Main street, Joplin, Mo., has sold his business to a new company, known as the McKee & Dorfeld Sporting Goods Co. C. E. McKee and Fred Dorfeld are the members of the new firm, and in addition to the original lines carried by Davies, they will add a full line of motorcycles.

New Haven Dealer in Financial Trouble.

Israel Schwartz, a dealer in bicycles at 16 Temple street, New Haven, Conn., has filed a voluntary petition in bankruptcy with liabilities given as $4,737.44 and assets of $1,655. The claims are all unsecured and the majority of them are for bicycles and sundries. His stock in the store is valued at $1,500.

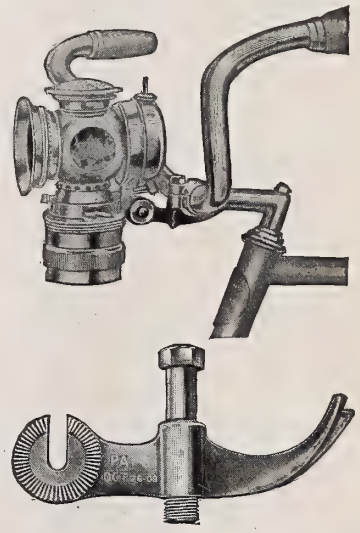
Produce Company Uses Motorcycles.

The motorcycle is fast becoming one of the most useful commercial vehicles or means of transportation there is, at least that is what the Clay Products Co., of New York City, says. They have in service a number of Harley-Davidson singles, using them for buying and selling produce throughout the state.

COMBINATION BRACKET-FASTENER

New Contrivance Manufactured by Watt Shipp is Universal for All Handlebars —Attached in One Minute.

Cyclists who have been troubled with swaying or tipping lamps, to say nothing of their occasional loss while on the road, will not be slow to comprehend the tenacious character of the new handlebar lamp bracket now being produced by the firm of Watt Shipp, of Salem, Ore. As the accompanying illustration will show, this new invention can be used interchangeably both as lamp holder and package fastener, the latter usage being primarily intended for all those who find it easier to do their steering with both hands when bearing



BRACKET AND PACKAGE FASTENER

home their "precious burdens." One of the chief conveniences of this new device is that it can be attached to any handlebar in a minute's time, and, once attached, whatever object it holds it retains with a grip which admits of no possible sort of relaxing. As a result of its tentative merits, therefore, a lamp once fastened to the handlebar will steadily remain in the position in which it is first fixed, and so long as the oil lasts there will always be a light in front of the machine—a firm, steady light that will not disappear until the lamp is removed, which latter condition cannot be effected unless done in a downright and intentional way. The new invention is of three sorts: The first is furnished in full nickel plate on copper, with extra bolt, case-hardened and nickel plated; the second in full nickel plate on copper, with extra nut, case-hardened and nickel plated; whereas the third is in full nickel plate on copper fitted to the bars by an expander bolt. Other points of merit claimed for Shipp brackets are the light is always in front of the wheel, and it can be attached in one minute.



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CORBIN

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No failing when braking.
Servants of speed.
Masters of momentum.
Corbin quality.

CORBIN SCREW CORPORATION

New Britain, Connecticut

Licensed Coaster Brake Manufacturers

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NEW YORK, AUGUST 19, 1911.

Shall the Cycle Path Be Destroyed?

Unless the cyclists of Greater New York and surrounding territory, who appreciate the excellence and beauty of the Brooklyn cycle path, which leads to Coney Island from Prospect Park, take immediate and decided action, it seems probable that in the near future, at least one side of this path will be turned over for the use of automobilists, who have been excluded from the main Ocean Boulevard, for the benefit of a dozen or so political wire pullers who wish to use the public highway for a race course to settle the supremacy of their various trotting horses and succeeded some time ago in having a bill pass the State Legislature prohibiting all other vehicles from using this boulevard for a distance of something over a mile, thus forcing the automobilist to cross the cycle path at two points and use the narrow heavy truck road on the side.

This path was opened in June of 1895 after years of hard work on the part of cyclists to secure it, and a large part of the cost of building the same had been met by voluntary contributions from the various riders of the city. The $3,500 raised by the cyclists at that time were not the contributions from a few, but were for the most part small, and thus from the many. Charles A. Schieren, who was at that time Mayor, of the then City of Brooklyn, was one of the first contributors, donating $25. The path was opened on June 15th, 1895, by a large bicycle parade, reviewed by the Mayor and other prominent officials and prizes were given for the best decorated wheel, the best appearing club, etc. It was estimated that ten thousand wheels were in line. The path was and is one of the finest, if not the finest in the country. Of late years it has not been kept up, as it should be, and although the law provides that it shall be for the exclusive use of cyclists, promenaders of late have been allowed to make it almost impossible, particularly of a Saturday or Sunday afternoon, for cyclists to use it. And now comes the proposition that this path be taken away entirely from the cyclists and turned over to the automobilists, for the benefit of the handful of trotting horse racers, and even without giving the cyclists, who contributed so largely to its building, a chance for a hearing, while the claim is made that cycling is "dead." This claim is made in the face of the fact that one of the oldest and largest of manufacturers of high grade bicycles reports last year the best of the twenty-nine that he has been in business, and this year manufacturers and dealers all over the country are reporting business exceptionally good.

As for motorcyclists they could not ask for a better path, and these riders are increasing by the hundreds in and around New York every month in the year. Every one of these riders wants to go down to the seashore resorts, perhaps several times a week, during the season, and if they are forced to use the truck road, it is a hardship that they should not stand for, and particularly as many of them, as cyclists in '94 and '95, contributed to the cost of the building of the cycle path. Some most decisive action should be taken by the bicyclists at once and of a nature that the city officials and those who desire to use the public highways for their horse races shall never again attempt to even think of destroying the path largely built by money out of the cyclists' pockets.

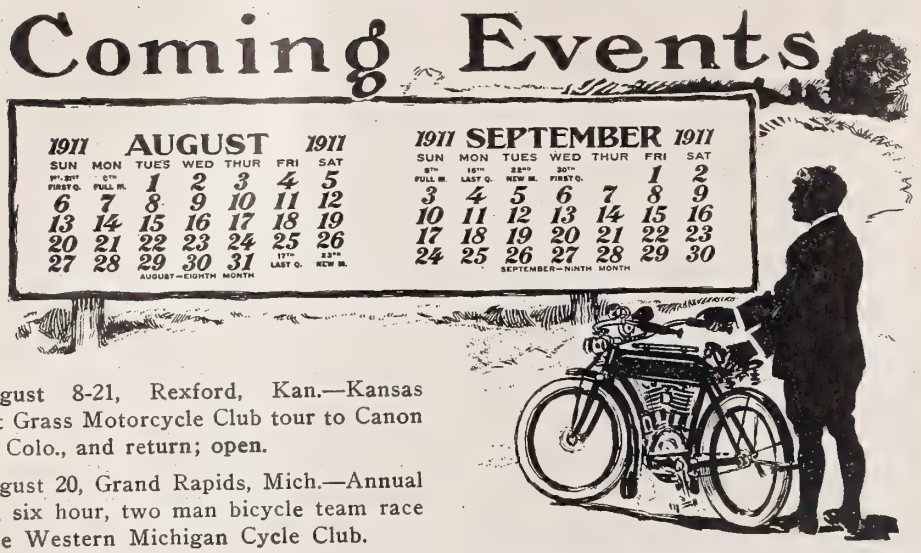
The suggestion comes from Brooklyn that a large cycle parade, participated in by both bicyclists and motorcyclists be held on the afternoon of Labor Day, going down the Cycle Path to Coney Island, as the most effective means of showing the general public and the city officials that cycling is not "dead" by any means. If this plan is carried out it can either do a great deal of harm or possibly a great deal of good. If those in charge will notify all riders that unless they appear in suitable uniform, or at least make a neat appearance, they will not be allowed to ride in the parade and then will enforce this restriction, the parade might be an effective means to the end desired, but if this is left entirely to the riders, without the least restriction, some riders will participate who will by their appearance do more harm than all the work done can offset. This is particularly true of the motorcyclists, some of whom seem to appear as dirty as possible and try to make the most noise with their mufflers wide open. Another restriction that should be strictly enforced is that every machine in the parade must at all times have its muffler closed.

From present indications this parade promises to be the largest of its kind since the one held on the opening day of the path. It is expected that club and unattached riders from all over Long Island, New York and nearby cities in New Jersey will join the Brooklyn forces. In addition to the Grand Marshall and his aides riders should be divided into divisions, before they start, and reject anyone who does not make a neat appearance and who will not agree to comply with the rules. It would be far better to have 500 neat, well-appearing riders, who will keep in their columns of four, or whatever may be decided, than five thousand dirty, untidy, straggling, shouting, boisterous cyclists out for a lark.

An editorial appearing in these column previous to the parade of '95 in which the following appears with some slight changes to bring it up to the moment, is just as pertinent to-day as it was at that time.

"The captains of the clubs and divisions which propose participating in the parade next month should seek to instill into their men the necessity of showing discipline, of gentlemanly appearance and deportment. Let every rider and club strive to outdo the other in appearance and in behavior. There should be no talking in the ranks, no bobbing of heads, nor shouting salutations to spectators, no commands or blowing of bugles or whistles, except by the officers whose duties require it. The 'club yell' or a 'yell' of any kind should be tabooed."

Coming Events



August 8-21, Rexford, Kan.—Kansas Short Grass Motorcycle Club tour to Canon City, Colo., and return; open.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

August 26, Janesville, Wis.—Janesville Park Association's motorcycle races on speedway.

August 27, Terre Haute, Ind.—Terre Haute Motorcycle Club's 100-mile race; open.

August 30-September 4, Port Richmond, N. Y.—Staten Island Motorcycle Club's races on fair grounds, half-mile track; open.

September 2, Akron, Ohio—Akron Motorcycle Club's race meet; open.

September 2-4, Chicago, Ill.—Motorcycle races at Hawthorne track; auspices of Packers' Business Agents' Association.

September 3, Hicksville, L. I.—Hicksville Athletic Club's cycling carnival.

September 3-4, Charleston, S. C.—Motorcycle races at Isle of Palms.

September 4, Canton, O.—Canton Motorcycle Club's race meet.

September 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

September 4, Marion, Ind.—Marion Motorcycle Club's race meet; open.

September 4, Canton, Ohio—Canton Motorcycle Club's race meet; open.

September 4, La Salle, Ill.—Illinois Valley Motorcycle Club's race meet; open.

September 4, Cedar Rapids, Ia.—Cedar Rapids Motorcycle Club's race meet; open.

September 4, Long Branch, N. J.—Motorcycle time trials.

September 4, Los Angeles, Cal.—Los Angeles Motorcycle Club's racemeet.

September 4, Providence, R. I.—Motorcycle races at Hills Grove track; open.

September 4, Springfield, Mass.—Springfield Motorcycle Club's race meet at Stadium.

September 4, Chicago, Ill.—North Shore Motorcycle Club's race meet at Hawthorne track; open.

September 4, Cortland, N. Y.—Cortland Motorcycle Club's racemeet on half-mile dirt track.

September 4, Springfield, O.—Springfield Motorcycle Club's race meet at Fair Grounds track.

September 4, Terre Haute, Ind.—Terre Haute Motorcycle Club's race meet on half mile dirt track.

September 4, Toledo, O.—Toledo Bicycle Dealers' second annual 25-mile bicycle handicap road race; open.

September 4, Lima, O.—Allen County Agricultural Society's motorcycle races at county fair grounds; half-mile dirt track.

September 4, St. Louis, Mo.—St. Louis Motorcycle Club's 200 mile road race to Hannibal and return; open.

September 4, Newark, N. J.—New Jersey Motorcycle Club's 12 hour endurance run to Atlantic City and return.

September 4, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's racemeet at Hudson River Driving Park; mile dirt track.

September 4, Chicago, Ill.—Riverview Stadium Motordrome Co.'s race meet on Riverview Stadium; one-third mile board track.

September 4-5, Toledo, O.—Toledo Motorcycle Club's sociability run to Cleveland and return; 241 miles.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.

Sept. 25, Detroit, Mich.—Race meet.

September 25, Detroit, Mich.—The Motorcycle Club of the Detroit Wheelmen's racemeet on mile dirt track.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

Handicap Men Collect at Lighthouse.

Handicap men again collected the prizes in the big professional handicap of the evening for the second time in races of two succeeding days, giving the back-markers the opportunity to select theirs from the goose-egg basket, when Ernest Jokus (90) led Martin Ryan (110) and Saxon Williams (115) over the tape in that order at Lighthouse track, New Haven, the 17th inst.

Floyd Krebs also repeated his performance of the previous evening, by accounting for the two mile invitation, with Oscar Schwab second. The "big guns" got in their fine work in the ten mile professional open, Goullet winning, John Bedell second, and Fogler third.

Wiley punctured in the last mile of the first heat of his match with Lawrence, but got back good and plenty in the remaining two heats, winning both. Summary:

One mile handicap, professional—Won by Ernest Jokus (90); second, Martin Ryan (110); third, Saxon Williams (115); fourth, Walter De Mara (60); fifth, Jumbo Wells. Time, 1:52⅗.

Two mile invitation, professional—Won by Floyd Krebs; second, Oscar Schwab; third, John Bedell.

Ten mile open, professional—Won by Alfred Goullet; second, John Bedell; third, Joe Fogler. Time, 21:35⅕.

Match race, motor-paced, three five mile heats, George Wiley vs. Percy O. Lawrence. First heat—Won by Lawrence; time, 7:57. Second heat—Won by Wiley; time, 7:31. Third heat—Won by Wiley; time, 7:27.

Activities of Providence Club.

Harmony, R. I.—the name bespeaks the nature of the town and its surroundings—will be the rendezvous of the invitation run of the Little Rhody Cycle Club, of Providence, on Sunday, 27th. The roads are good, also the scenery, and there is a big reservoir at the destination, where swimming, boating and fishing are on tap in unlimited quantities. Donations toward the purchase of a net of home trainers are coming in steadily, and in a short time the rollers will be purchased and installed in the club rooms at 7 Greenwich street. Alvin Loftes, the local amateur, who has been riding at the Newark Velodrome, is home for a few days, but will return to Newark to finish the season.

"I have found a good way to get motorcyclists to keep their mufflers closed," says B. A. Swenson, the Providence (R. I.) dealer, "is by selling and fitting exhaust whistles. These will blow very weak if the muffler cut-out is open, as there will be not enough pressure to give a strong toot in the whistle. Quite a number of local riders, many of them owning big twins, who used to ride around with open mufflers now keep them closed and use their whistles instead. The difference is very noticeable and pleasing as well."

How De Rosier Won the Regard of the Englishmen

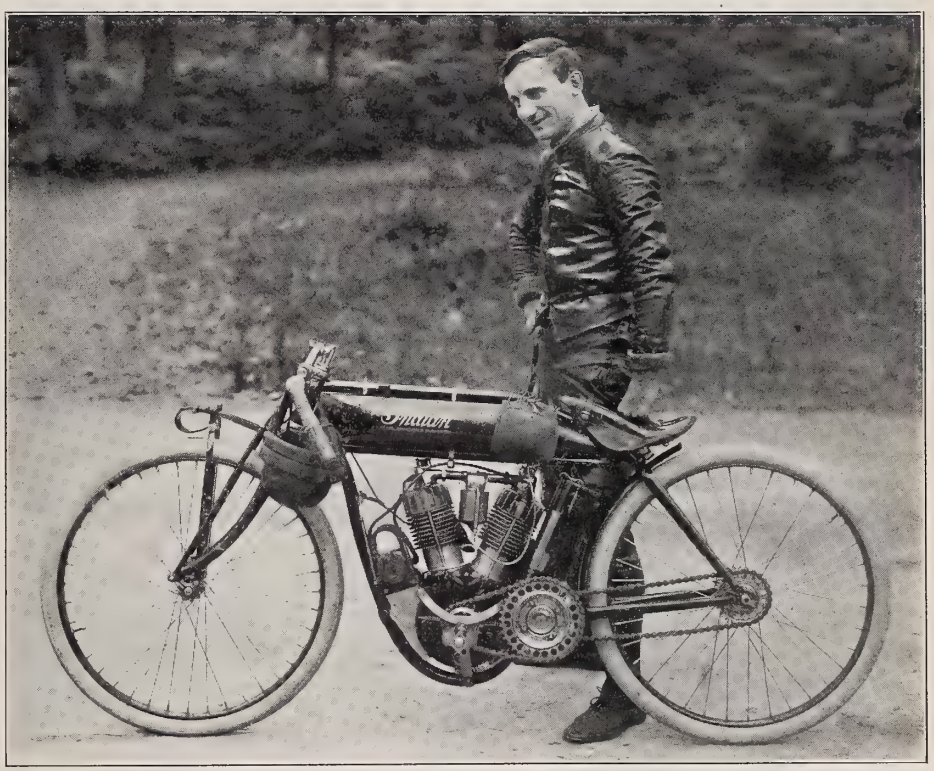
Unheralded by any of the hero worship which usually is accorded to Americans who do big things in foreign lands or waters, upon their homecoming, Jacob DeRosier, the world's champion motorcylist, returned to this country on Saturday, 12th, as quietly and as unobtrusively as he left three months ago to beard the English lion in his den. How well Jake performed the operation already is well known to motorcyclists. He is the first to hold the title of world's champion, which was the chief stake in his match with C. R. Collier, the champion of England. DeRosier already was recognized as the American champion when he went abroad.

Outsiders never would pick DeRosier as a champion for he is not given to talking of his deeds, and is wearing his new honors very well. In addition to the title, he brought back with him three handsome gold medals which he won abroad, a fat bank roll, a host of friends and a wealth of experience. He also brought back a mascot in the shape of a tiny English bull dog, less than three months old, which he has named Douglas, after the city of that name on the Isle of Man, where the Tourist Trophy race started and finished. The general restrictions regarding dogs on transportation lines and in hotels is causing Jake quite a bit of bother, and his dogship already has proven an expensive luxury, as his master must hire taxis whenever they go out together to travel about town. As taxi fares are quite cheap in London, Jake did not mind this, but over here it is pretty expensive carting a dog around in a taxi when the electric lines will not admit him. Jake says he is going to get a dog basket to lug his mascot around in and save taxi fares.

Leaving here with the reputation of being the scrappiest rider in this country, DeRosier by his quiet and reserved manner abroad became a general favorite with the English motorcyclists and public and was accorded the warmest welcome everywhere he went by the very men whom he defeated. He left behind him a host of friends, and has nothing but the highest praise of his treatment during his stay in England. It is not stretching the truth to say that Jake undoubtelly has made more friends in the three months he was in England than he has in this country, and it would be pretty hard to convince the Britishers that he was as bad as painted over here.

Naturally DeRosier had something of interest to say regarding the Tourist Trophy race, racing conditions in Great Britain and other things.

"When I first went over to the Isle of Man to practice on the T. T. course three weeks before the race, there were very few of the other entrants there," he says. "I used to go out at 3 o'clock in the morning on a regular "7" for practice. We had to get out early because the course was closed for us but a couple of hours each day. I had been used to slipping around banked tracks over here at 70 and 80 mile gaits and when I was hitting 50 and 60 miles on the road I did not realize that I was going fast. This deceptiveness was responsible for several falls before I got wise."



JAKE DE ROSIER IN HIS NEW ENGLISH LEATHER RACING "TOGS"

"I used to try to take the sharp turns at something like 40 miles, because this seemed very slow to me, but I was fooled, because I used to fall. Often when I came on sharp turns too fast, I had to slide off the machine on the inside to avoid ramming the stone walls on the outside of the turns. These turns were particularly sharp and abrupt and a man had to have a perfect knowledge of the course to get around them any way fast.

"One morning when I first went on the course, I hit the Gooseneck turn too fast, struck a stump in the road and was snapped off my machine in a flash. I struck on the back of my head and went into dreamland for a little while. I don't know just how long I lay in the road, but when I came to, the cylinders were still warm so I guess I was there only a few minutes. However, no one came along during that time, for very few other riders were practicing then. I felt sort of dazed, but finally pulled myself together and went on around the course. I said nothing about this, which was the worst fall I had, because I did'nt want the people out watching to see me kill myself. Later red flags were put near the turns to warn us to shut down.

"The way I was riding in practice and the half a dozen falls which I had soon got noised around and people thought I was going to get smashed up. A friend told me after the race that he had visited the hospital in Douglas before the race and the matron told him that she had a cot ready for me, but she did'nt get me. They thought I was very reckless over there, and I guess I was a bit wild, at first, until I got used to the course. Anyone who thinks that road racing is easy just wants to try it once and he will wake up. There are a whole lot of things that have to be figured out in road racing that you don't have to worry about on a track, and in such a race as the T. T. anyone who means business ought to have at least three or four weeks practice. I learned a whole lot this time and if all goes well I want to go back

again next year for the Tourist Trophy.

"About my trouble in the T. T. Well, as you know, that was due to my losing my spares and tools through my tool bag flying open. The bouncing of the machine on the bumps, caused the tools to fly out and I saw them going but couldn't stop for them. It was carelessness on my part in not fastening them more securely, but I'll know better next time. I learned at a gasoline station that either Charlie Collier, Godfrey or myself was leading in the third round and I decided to let out a bit more.



WON AT BROOKLANDS, JULY 8TH
Note DeRosier's Figure in Relief.

"Three miles from Ramsey I overtook two other fellows and it raised a big dust. Pretty soon after I passed I ran on a turn too fast, which I could'nt see in the dust, and put the brake on hard. Of course the machine went from under me and in falling broke a pedal. Also while it was lying over oil ran on the rear plug and fouled it. Well I had no tools or spares then to fix things up, so I had to limp to Ramsey, three miles on one cylinder. I knew of course that my chances were up the spout, but I made up my mind to finish. At Ramsey I got tools and put in a new plug, although this was against the rules. Then I went on and finished and was disqualified, but I had the satisfaction of finishing.

"I did not have a bit of tire trouble in the T. T. as my Goodyear Blue Streaks stood up fine. In practice, however, before the Blue Streaks arrived, I had used other tires and they would not stand up on the turns and high speed. I had lots of trouble with them. In my match with Collier I lost the second heat by a blowout of a front tire. This was a Goodyear, but it was a three ply tire which had been used over here a lot and I should have changed it for a six ply, the same as my rear. It was so light and lively, however, that I took a chance with it. I think Goodyear Blue Streaks are the best tires in the world. The English tire people are afraid of them, too, and several English tire people wanted me to use their tires and offered big inducements. In regard to getting bonuses for using particular equipment the English riders are better off than our riders for they not only get tires and oil and all those things free, but they get fat purses as well. Over here they give a rider a pair of tires for using that make, and that's all there is to it, whether he wins or not.

"Do you know that Americans can learn a lot of lessons from the English about running motorcycle races and classifying riders. They have been at it longer than we have and have a deal more experience than us. Now take my case for instance. Over here I am a professional and take money for riding. Furthermore I can't ride in amateur events. Well I go over to England and ride on the road and on the track with amateurs and professionals and I get medals. I think more of those medals than of anything that I ever won over here because they represent big victories. You don't see any medals as handsome or as valuable as those given out over there. You can take cash over there if you want to, but the riders there race more for glory and sport. They are not crazy for money like those over here.

"Our three classes of private owners, trade riders and professionals are a big joke to the English and the quicker we get rid of them the better. The best way to solve this rider question is to let them all ride together as they do in England and let a man takes medals, cups or cash just as he wants to. They do it that way over there and they don't have any trouble or squabbling, and riders are not hounded like they are over here by people who always are looking for crooks. Over there, a professional is thought just as much of and liked just as well as an amateur. It makes an Englishman laugh when you tell him that we have trade riders who draw a salary and still are called amateurs. He can't understand how a trade rider can be a professional and an amateur at the same time.

"There is not much track racing in England, except in Brooklands, because there are not many tracks where they can run them although racing is very popular in all parts of the country. Over there they don't have dirt tracks like we have. Their horse tracks are only running tracks grass grown, and you can't run races on them. Board tracks would draw big crowds over there and make big money. Here are some of the things that they do better than we, in regard to races. In England entry lists close several days before the races are held and there are no such things as post entries. If you don't get your entry in before the time limit expires you don't ride, that's all. And there is no fuss about it either. There are entry blanks for all events, and these are issued several weeks before the races and the riders sign these blanks and not typewritten agreements drawn by promoters like they do over here.



FOR PERFECT SCORE
London-Edinburgh 24 Hour Run, June 2nd and 3rd

"When a rider brings his machine on the track over there for a race, a couple of officials take charge of it and check it up with his entry blank and if everything doesn't correspond why he is ruled off and that's all there is to it. This applies to stock events. They don't recognize any records made by a machine larger than 1,000 c. c. now. That is the same as our 61 cubic inches. By the way, my machine was

measured, after my second record trial the day before I sailed, and it was found the same as before, 60.038 cubic inches. I am going to send for certificates.

"When they time races over there they don't run out and hunt up the first man they can find with a stop watch. The Auto Cycle Union you know is connected with the Royal Automobile Club, which is a millionaires' club, and they have a set of watches which they keep just for timing. These watches are tested and kept in a glass case when not in use so that they are always right. And the men who use them know how, too. The officials over there are very painstaking in their work and they don't have any trouble with the riders, for the latter are good sports and play fair.

"Just to show you that they are good losers and have no hard feelings toward me, the Colliers gave me a fine dinner just before I left. I lost track of the number of courses, but everything was of the best, and when we said good-bye it was with the very best of good feeling.

"Brooklands is so bumpy and wavy that it is impossible to go for any long distance records on it. The terrific shaking up at high speed is very exhausting and no one can stand it for any length of time. I think that the track is too large from a sporting standpoint, for the riders are out of sight of the people at the starting point a deal of the time. At Brooklands I met a lot of very nice people, including members of the nobility. One of these persons was an Indian prince who had several racing cars at the track. He rather took a liking to me and my machine and wanted to buy it. Those fellows of course don't know how much money they are worth and spend it like water. I believe he did succeed in buying one of the T. T. Indians later. I joined the British Motor Cycle Racing Club while I was over there and this entitled me to all the privileges at Brooklands. I was treated fine by everyone I met and I hope to go over again, for I like to ride with such fine fellows."



PRESENTED FOR WINNING
Kilometer Trials—Douglas, Isle of Man

The regard in which DeRosier is held by the English motorcyclists is tritely expressed in the following stanzas, composed by an admirer, and published in English "Motorcycling":

"Bon voyage! Jake, if you must go,
Across the 'Streak' from whence you came,
But ere you part from all you know
We'd like to say 'You've played the game!'

"We'd have you know sport makes all kin
And 'tho' you've 'licked' us without fuss
We're glad to see the best man win
So shake hands, pard., you're one of us!"

OLD ALEC.

Veteran J. S. Copeland Goes to Last Rest.

James S. Copeland, born at Sterling, Mass., in 1839, one of the veteran bicyclists of this country, died at his home, Windsor, Conn., on Monday of this week.

Mr. Copeland started to ride a Columbia bicycle in the early days of its history, when it was manufactured by the Weed Sewing Machine Co., for the Pope Mfg. Co., and later when the Pope concern absorbed the Weed company Mr. Copeland entered the Pope factory as chief designer of the bicycle department. He remained there for more than twenty years and during that period took out numerous patents in the name of the Pope company, which were used in the development of their safety bicycles, both of the chain and chainless types. He also was the inventor of what is known as the Copeland coaster brake.

Motorcycles Now May Invade Leaksville.

It no longer is a misdemeanor, a crime or a penal offense to ride a motorcycle in Leaksville, N. C., although a short time ago such a reckless defiance of a local ordinance would put the offender in jail. When the F. A. M. Legal Action Committee heard that the streets of Leaksville were sacred ground on which motorcycles were forbidden to tread, they immediately got busy and took steps to make a test case. This watchfulness for motorcycling interests evidently duly impressed the town fathers of Leaksville and showed them that they could not put anything over like that so far motorcyclists were concerned, for they repealed the ordinance. J. Boyd Anderson, who has just resigned as district vice-president for that territory has kept his finger on the situation and reports the glad news that Leaksville now has returned to the tour books.

Rochester Club Welcomes All Tourists.

While the Rochester (N. Y.) Motorcycle Club is pretty well known among motorcycle tourists, it wants to become even more famous as a hospitable night stop for tourists. To that end tourists who come unannounced are invited to ask the first person they meet after entering the city wheret the club rooms are. These are open to all tourists and members will be found present nearly all the time to receive visitors. The club claims a membership of 250, and on its Sunday runs between 50 and 75 riders turn out. Two members of the club, George Wagner and Warner Dolph, now are on a 5,000-mile tour through the West, South and East.

Where Perpetual Rains Await the Tourists.

Stroudsburg, Pa.—an evergreen spot in the memory of those who participated in the 1910 F. A. M. endurance run—seems to have a direct pipe line connection with the weather man's sprinkling cart, for every time a motorcyclist ventures in that vicinity it rains. The latest deluge occurred on the 30th ult., when the Allentown Motorcycle Club held a run to "the burg" and Delaware Water Gap. Of course, it rained, but the water only "drowned out" two of the 17 who started from Allentown. The others reached the Gap, cleaned up, stowed away a fine dinner and then took in the scenery.

Turn Burglars to Buy a Motorcycle.

Envious of the plaudits and cash which the motorcycle riders at the Riverview Stadium in Chicago are receiving, three Chicago youths last week decided to go after some of the laurels for themselves. To attain their ambition, however, it was necessary to have some motorcycles, and these, of course, cost money. So the trio decided to take a lesson from J. Rufus Wallingford and "get-rich-quick," but unfortunately their methods were not as clever as their illustrious hero's, for they chose the burglary route, and naturally got into trouble. After robbing a house of $245 the embryo racers bought a motorcycle and took a course of instruction in an automobile school. They, of course, were apprehended and held in $1,000 bond each.

Pneumonia Claims Henry Strugnell.

Henry Strugnell, a veteran wheelman of the Metropolitan District, and for years the official outfitter for the majority of bicycle clubs in the metropolitan section in the early days of cycling, died of pneumonia on Friday, 11th inst., at his home in Brooklyn, and was buried on Tuesday of this week. Mr. Strugnell, who was fifty-two years of age, started to ride a bicycle in 1862 and ever remained an enthusiastic cyclist.

MANY FALLS AT LORAIN MEET

Willis Takes Four Firsts Out of Five Starts—Big Spill Occurs in Ten Mile Open.

Even though summer still is with us very noticeably, it was very much of a "fall" day at Lorain, Ohio, on Saturday, 12th inst., at least insofar as the motorcycle races at the driving park were concerned, for four riders went down during the course of the afternoon. Those who bit the dust were Dan Willis, Herbert Huntsberry, Jack Fletcher and Harry George. All escaped injury except George, who was taken from the field unconscious.

Some of the best racing ever witnessed in that section flickered off the dirt film. Dan Willis, the Canton "bearcat," who won his claws at Buffalo, was the big winner of the day, taking four firsts in five starts. He fell in the other race while holding a good lead. L. F. Kissig, of Cleveland, took two events, one of which, the ten mile open, proved the snappiest event of the day. Kissig and Huntsberry had a see-saw scrap from start to finish, the Clevelander nosing ahead in the final stretch and winning by a wheel length. In the big spill of the meet three machines were wrecked and several boards ripped out of the fence. Summary:

Three mile novice, stock—Won by Gammiter (Indian); second, Snedden (Indian); third, Somers (Indian). Time, 4:14⅕.

Ten mile open, 50 inch class—Won by L. Kissig (Indian); second, A. Standen (Indian). Time, 13:32⅖.

Five mile stock, 30½ inch class—Won by Dan Willis (Indian); second, Harry George (Indian); third, Jack Fletcher (Excelsior). Time, 6:43⅘.

Miss-and-out, 30½ inch class—Won by Dan Willis (Indian); second, Herbert Huntsberry (Harley-Davidson); third, McBeth (Excelsior). Time, 4:01⅕.

Ten mile open—Won by L. Kissig (Indian); second, Herbert Huntsberry (Indian). Time, 13:51⅘.

Fifteen minute stock race—Won by Dan Willis (Indian); second, Herbert Huntsberry (Harley-Davidson); third, Albert Standen (Harley-Davidson). Distance, 11⅛ miles.

Unlimited pursuit, 30½ inch stock class—Won by Dan Willis (Indian); second, Jack Fletcher (Excelsior); third, Albert Standen (Harley-Davidson). Distance, 6½ miles. Time, 9:03⅗.

Mud and Rain Spoil Dayton Meet.

Had rain not converted the fair grounds track, Dayton, Ohio, into a mud course and worse, on Saturday afternoon, the 5th inst., one of the classiest cards of motorcycle races ever staged in that city would have thrilled a stand packed with over 2,000 lovers of speed. As it was, three of the events were ridden in the rain and the entire program would have been carried through had it not been that it started to rain so hard that water was standing on the track an inch or two deep in some places, making the course as slick as glass, and the officials considered it unsafe.

Don Klark, of Detroit, riding an Indian, carried off the honors of the day, winning three firsts, while Russell Smiley, a local Merkel rider, came next in the list with two second places. Teubner played in hard luck, as his machine skidded from under him on the fifth lap of the first race, a three mile trade riders event. He was unhurt personally, but his machine was put out of business. The summaries:

Three mile, trade riders, 30½ cubic inch class—Won by Klark (Indian); second, Smiley (Merkel); third, Matthews (Thor). Time, 3:58.

Three mile stock, private owners—Won by Fohrer (Indian); second, Tullis (Thor); third, Peiffer (Indian). Time, 4:21.

Ten mile, trade riders—Won by Klark (Indian); second, Smiley (Merkel); third, Mattheys (Thor). Time, 14:58.

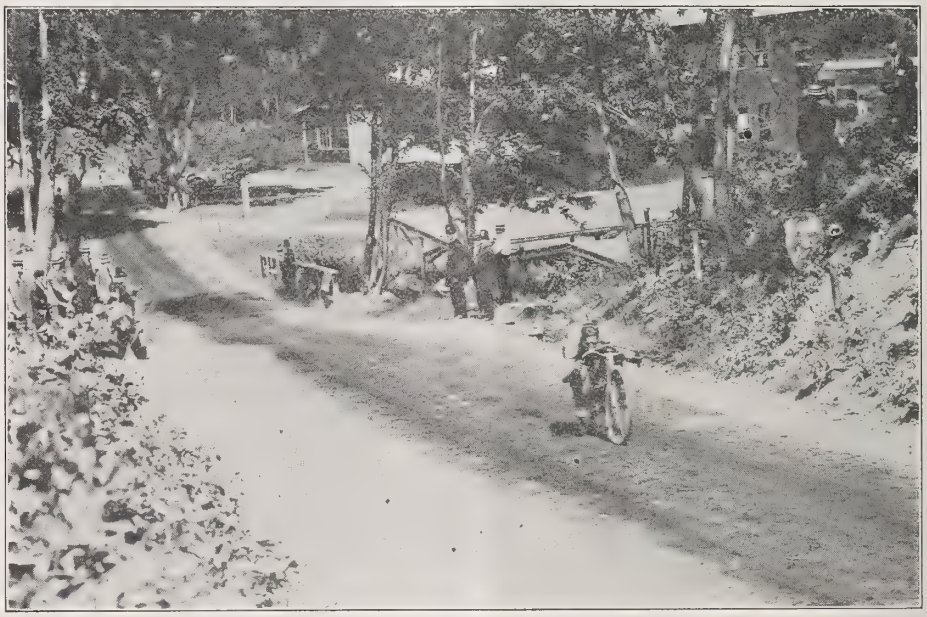
Graves Wants to Meet All Comers.

According to "Bill" Pickens, who is press representative for "Jack" Prince's Riverview stadium at Chicago, M. J. Graves, of the Merkel team, is out with a challenge to ride as professional a pursuit match on the motordrome for $500. If the offer is bona-fide and still stands when DeRosier returns to this country there is apt to be "something doing." In addition Prince is said to have tacked an extra $250 onto the purse if this challenge goes through. Other standing prizes wihich Prince has hung on the tree are $100 to the rider breaking the mile professional record of 41⅕ seconds, and $200 for the first rider to make a mile under 40 seconds on the motordrome.

HART FASTEST ON DEAD HORSE

On a "26" Indian, He Flies Up the Hill in 54 Seconds—Singles Also Make Fast Time.

Shattering all gasoline records to smithereens, both motor car and motorcycle, Frank Hart on the eight-valve Indian No. "26" won the free-for-all class for motorcycles, in the Dead Horse hill climb at Worcester, Mass., on Saturday, 12th inst. Hart's time for the mile up a rough grade averaging 10 per cent. was 54⅗ seconds. The best gasoline car time was made by a car nominally rated at 50 horsepower. The steam car record is 54 seconds flat made in 1909. B. A. Swenson, of Providence, who held the previous single and twin cylinder motorcycle records for the hill, ran second to Hart in the free-for-all with 59⅕ seconds.



FRANK HART WINNING DEAD HORSE HILL CLIMB

Strange to relate Swenson was hoodooed from the start. It appears that others had used the machine assigned for him to ride, in practice, and as he did not reach the hill until late he did not bother to do any practicing. This was due to the fact that he was told that the machine was fast, and he already knew the hill from past years. When he came to the line and warmed up his machine just before starting, one cylinder refused to shoot. He hurriedly changed plugs and started, but the skipping reappeared on the steep places, while on the flats both cylinders fired regularly. In this hop, skip and jump fashion he rattled up the hill and still managed to beat the time of all except Hart and to beat his old record as well. These were the only riders to make the hill inside of a minute. Swenson says that he had no expectation of beating Hart, but he has a grouch

over the way his machine behaved under him.

In the single cylinder class, 30½ inch limit, Howard Clark, Indian, a local rider, took the honors, going the route in 1:07.85. Hart was second best in this class in 1:09.50, and Russell Coes, of Coes wrench fame, also of Worcester, was third in 1:25.50. Last year the best single cylinder time was 1:19.10. Electrical timing was used. The hill was very rough, the machines and riders bounding over the thank-you-ma'ams like rubber balls on a flight of stairs. Over 8,000 people turned out for the contest. Summary:

Thirty and one-half inch class—Won by Howard L. Clark (Indian); time, 1:07.85; second, Frank Hart (Indian), 1:09.50; third, Russell Coes (Indian), 1:25.50.

Free-for-all, 61-inch class—Won by Frank Hart (Indian); time, 0:54.60; second, B. A. Swenson (Indian), 0:59.20; third, Earl Grove (Indian), 1:06.85; fourth, H. L. Clark (Indian), 1:08.45; fifth, Russell Coes (Excelsior), 1:10.55; sixth, W. H. Tannebring (Harley-Davidson), 1:21.85.

Two Days' Race Meet for Labor Day.

Charleston, S. C., is practically assured of a two days motorcycle race meet commencing Sunday, 3rd prox., and concluding Labor Day, as a committee composed of Earl McCone and Wade Schrivalle was appointed at the regular monthly meeting of the Savannah Motorcycle Club to accept the Charleston Motorcycle Club's proposition to conduct the meet.

The Charleston club will finance the undertaking to the extent of three hundred dollars and expenses for the promoters. Two hundred will be hung up as prizes, and the events, consisting of races for singles on the first day and for twins on the second day, will be held at Palm Beach, a summer resort adjacent to Charleston. There is every indication of all the events being hotly contested, as there are many prospective entries from the promoting organization, also from Charleston, Augusta, Birmingham, Macon and Atlanta, Ga., and Jacksonville and Tampa, Fla.

Collier Beats DeRosier's Record.

While Jake DeRosier was on the high seas fondly chuckling over his having broken world's records for the kilometer and the mile, during his sojourn in the land of roast beef and ale, C. R. Collier, the English champion, whom Jake defeated in the match for the world's championship, went out on Brooklands with his Matchless on the 11th inst., and got those records back again for England. Collier's time for the kilometer was 25 seconds flat, and for the mile, 39⅘ seconds.

Collier's mile figures are really impressive, for he is the first motorcyclist to put the mile below 40 seconds. His speed averaged about 91 miles an hour. DeRosier's time for the same distances was as follows: kilometer, 25⅕ seconds; mile, 40⅘ seconds. It is understood that Collier changed his transmission from belt to chain for the time trials. His performances are all the more creditable when it is remembered that his machine has no auxiliary ports and that it carries exhaust tubes and muffler shells. Undoubtedly the short stroke, big bore and overhead valves were a big factor in making the new records possible. DeRosier says that he will try to get his records back soon.

Makes Fast Mile on Columbus Track.

Leo P. Birkenbach, a Columbus, Ohio, amateur, riding an Indian in the five mile event at the Columbus Motorcycle Club races on July 23rd, established a one-third



LEO P. BIRKENBACH

claim to the ownership of the club's championship cup, two more being necessary. Birkenbach's chances look good, as he rode the third mile of the race in fifty-seven seconds, the fastest amateur mile for the local track.

Poughkeepsie Plans Big Labor Day Meet.

As it will be the largest motorcycle track event in the East on Labor Day, and attractive prizes are offered, the race meet of the Poughkeepsie (N. Y.) Motor Cycle Club, which is booked for the Hudson River Driving Park mile dirt track, should be one of the best events of its kind held in the East this year. Nearly $400 in cash and merchandise are offered, and there will be events for all classes of riders and machines. The program and prize list is as follows: Event 1, three mile novice handicap; prizes, $8 Prest-O-Lite gas tank, $5 watch fob, $3 shaving cup. Event 2, three mile, open, club members, 30½ inch class; prizes, $15 silver cup, $10 Prest-O-Lite gas tank, $5 military set. Event 3, five mile handicap, belt machines; prizes, $15 silver cup; $10 outer casing, $5 20th Century gas lamp. Event 4, five mile professional, 30½ inch class; prizes, $25, $10, $5, all cash. Event 5, ten mile amateur, 30½ inch class; prizes, $15 silver cup, $10 silver cup, $5 watch fob. Event 6, five mile open, private owners; prizes, $20 silver cup, $10 speedometer, $5 military set. Event 7, five mile professional; prizes, $35; $20, $10, all cash. Event 8, ten mile stock, 54 inch class; prizes, $15 Bailey tread casing and tube, $10 Prest-O-Lite tank, $5 cuff buttons. Event 9, fifteen mile open, amateur, 61 inch class; prizes, $20 silver cup, $10 silver cup, $5 stick pin. Event 10, ten mile professional; prizes, $50, $25, $10, all cash. Sanction has been granted, and entries close on August 28, with Harry W. English, 233 Main street, Poughkeepsie, N. Y.

Motorcycle Races at Staten Island Fair.

Five motorcycle races, all amateur, will be conducted by the Staten Island (N. Y.) Motorcycle Club at the Staten Island fair, which opens on the 30th inst., and closes on Labor Day. The events and the days on which they will be held are as follows: August 30, ten-mile open, 30.46-inch class; September 2, five-mile novice, 50-inch class; ten-mile open, 50-inch class; September 4, five-mile Staten Island championship, 50-inch class; ten-mile open, 30.46-inch class. The races will be held on the half-mile dirt track at the fair grounds, Port Richmond. Strictly stock machines only are eligible for any and all events. Entry blanks may be had from F. H. Van Duzer, 2028 Richmond Terrace, Staten Island.

New Chicago Track Found Oversize.

Measurements taken of the new Chicago motordome as reported to the chairman of the competition committee state that it is 1,761 feet 1 inch in circumference to the lap, the measurement being taken on the white line, 18 inches from the pole. This measurement would indicate that the track is one foot and one inch oversize to the lap or three feet and three inches to the mile. The chairman has asked for a surveyor's affidavit of the measurement, and states that upon the receipt of the same, if the given measurement is confirmed, that the track will be accepted as of proper size and satisfactory for record trials.

Nine Events Carded for Columbus Meet.

The Columbus, O., Club will hold races on the mile track at the Columbus Driving Park Sunday afternoon, September 17th. From the advance sale of tickets and the number of prominent riders from all over the country already entered, the meet promises to surpass the record-beaking one which recently was held on that track. No less than nine events have been carded, including a 100 mile free-for-all, and several five and ten mile races.

Fair Sex Enamored of Racing.

At Middletown, Indiana, two women, Miss Viola Culp and Miss Mabel Masters, both of Elmwood, took part in a race meet held on August 4th, and declared they liked it so well that they desire to enter in all of the motorcycle races in the Northern Indiana fair circuit this fall. They are likely to find other women motorcyclists ready to race them, as the fair sex is "falling in love" with the motorcycle.

MORMON LAD HUMBLES CALIFORNIAN

Whittler Proves Faster Than Ever and Seymour is Beaten Twice—Senhouse Shows Return to Form.

Temporarily, at least, Fred Whittler seems to have Ray Seymour's "number," for the Mormon favorite took the Californian's measure three times in the motor speed party at the Wandamere motordome, Salt Lake City, Utah, on the 10th inst. Whittler was invincible throughout the evening and cleaned up everyone including Seymour. In the four cornered match, five miles to go, Whittler showed the way to Seymour in both heats, while Brodbeck and Ward constituted the second division in each heat.

Again in the prize number on the card, the 12 mile free-for-all Whittler was the "bell wether," but it took seven miles of the warmest kind of scrapping before Whittler got a vanadium steel grip on first place. Strange to say Seymour got a double trimming in this race for not only Whittler but Bernstrum also crossed the line in front of him. In the heats of the four cornered match, Brodbeck scared the spectators by breaking through the field and forcing Seymour up the bank. It looked like a house-of-cards spill for a few seconds, but the "jinx" was shooed away by cool headedness. Senhouse, who had been on a vacation, showed that his little rest did not spoil his riding form by winning both Class B events. He was in front all the way.

Four mile open, trade riders—Won by Mat Warden; second, Clauin; third, O. Johnson. Time, 3:38⅗.

Five mile match, four cornered—Won by F. E. Whittler; second, Ray Seymour; third, R. Brodbeck; fourth, A. Ward. Time, 2:52⅕.

Five mile professional, Calss B—Won by Senhouse; second, Bernstrum; third, McNeil; fourth, Thomas. Time, 4:06.

Six mile open, professional, Class B—Won by Senhouse; second, McNeil; third, Thomas; fourth, Bernstrum. Time, 4:06⅖.

Twelve mile free-for-all, professional—Won by F. E. Whittler; second, Bernstrum; third, Seymour; fourth, Senhouse. Time, 9:12⅖.

Jenkins Reinstated by F. A. M.

E. T. Jenkins, of Asbury Park, N. J., who was suspended for six months on a charge of failing to appear at a race meet at North Asbury, N. J., on July 4th, where it was claimed that he had agreed to ride, has been reinstated by the chairman of the competition committee. The chairman finds that the charges against Jenkins were not sustained. On the other hand, Frank E. Stratlar, of Colorado Springs, Colo., has been suspended for six months from August 11, for refusing to allow the referee at the meet held at that place, to examine his machine after a race when requested to do so. The competition rule giving referees power to examine any machine at their discretion and without the necessity of a protest being filed, was read to Stratlar, it is claimed, but he still persisted in his refusal, hence the punishment. He also was disqualified in the event in which he took part, and his prize forfeited.

DeRosier Not to Ride on Chicago Track.

Jake DeRosier characterizes the reports sent out from Chicago and Salt Lake City to the effect that he was signed to ride at those tracks as pure "bunko." Jake states postively that he has made no contracts to ride anywhere yet. Just at present he is chiefly concerned in getting back his records which "Charlie" Collier broke after Jake had sailed.

Beach Races Scheduled on Isle of Palms.

Motorcycle races, the second annual ones, are scheduled to be held on the beach on the Isle of Palms, near Charleston, S. C., on September 3 and 4. Prizes amounting to $210 will be offered and will be given either as cash or plate. The program has not yet been announced pending granting of a sanction, which will be applied for. The beach is nine miles in length and at low tide is 150 feet wide and in fine condition for fast work. The island is connected with the mainland by ferry and trolley and is said to be easy of access. Last year's races drew a crowd of 5,000 it is said. The Isle of Palms is a local amusement resort and the races are being promoted by the management.

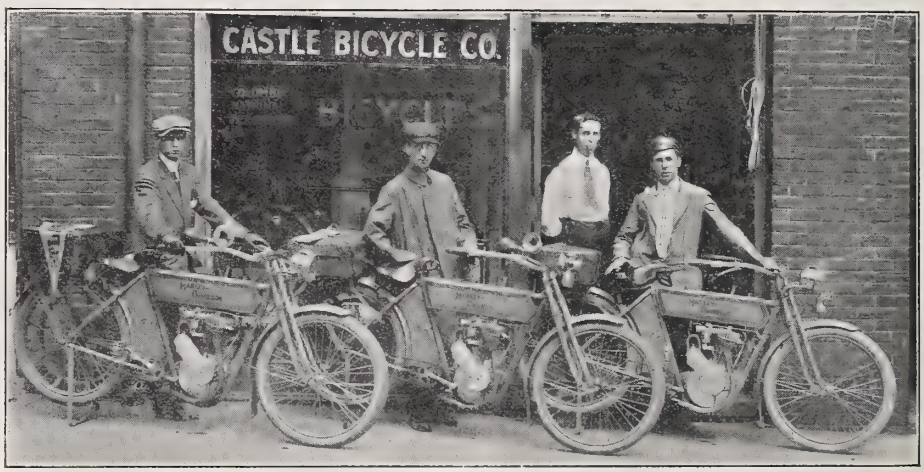
Visit the East on Three Weeks' Tour.

R. L. Caldwell, E. C. Smith and J. C. McMillan left Atlanta, Ga., on Wednesday afternoon, July 26th, for a three weeks' motorcycle trip through the East and winding up in Canada. Their itinerary includes Charlotte, N. C.; Roanoke, Va.; Philadelphia, New York, Buffalo and Toronto, and they intend to visit all of the larger cities of Canada.

FLOOD OF AFFILIATIONS FOR F. A. M.

Has Nearly Reached 200-Mark—From Wisconsin to Florida the F. A. M. Spirit Prevails Everywhere.

From the rate at which they are coming in at present, it seems like a pretty safe bet that certificate No. 200 for F. A. M. club affiliation will be issued before the close of the month. Chairman Estabrook's report for the week ending the 12th inst., shows that only 19 more clubs are needed to make the double century mark. Last week' affiliations were as follows: No. 177, St. Paul (Minn.) Motorcycle Club, 17 men; No. 178, New London (O.) Motorcycle Club, 13 men; No. 179, Panther City Motorcycle Club, Fort Worth, Tex., 18 men; No. 180, Minneapolis (Minn.) Motorcycle Club, 40 men; No. 181, Fulton County Motorcycle Club, Gloversville, N. Y., 15 men.



R. L. CALDWELL, E. C. SMITH AND J. C. McMILLAN LEAVING ATLANTA

Dr. A. M. Webster, of Lorain, O., the motorcycle high priest of that city, reports that he and his friends are working for the organization of an F. A. M. club. Prospects look good. Way down in Dixie, Pensacola, Fla., to be exact, E. C. Hinman, a local dealer, is working on an F. A. M. club which is due to blossom out soon. Hinman also has hung out an F. A. M. repair shop shingle and is boosting things, motorcycling generally, in his bailiwick. Due to the energetic efforts of R. Douglas Boyd, president of the Gloversville, N. Y., Motorcycle Club, that body is now completely organized and affiliated. Notice is given by President Myron A. Rogers, of the Four Lakes Motorcycle Club of Madison, Wis., that it will soon apply for affiliation. It has 21 live members.

In sending his applications for membership, Gus H. Fertsch, Jr., Jamaica, N. Y., pays another compliment to the work of the F. A. M. Legal Action Committee in having killed proposed registration of motorcycles in the Empire state. From Plattsburg, N. Y., comes the good news that the F. A. M. seed has taken root there.

TAFT MAKES DEBUT AS RACER

Of Course, it Was Not Billy, of the White House—McQuestion Makes New Track Record.

"Taft Wins." While this phrase might be taken as a forecast of the 1912 presidential contest, it has no political reference. It serves to illustrate, however, "what's in a name," for it serves to introduce appropriately one Archie Taft, of Seattle, Wash.—no relationship claimed to "Smiling Bill—who won the long end of the motorcycle race meet at the Madison Park Speedway on the 6th inst. The namesake of the illustrious occupant of the White House took three firsts and two seconds in five starts, so that it is readily apparent that he was on the job all the time. Taft rode an Excelsior.

He opened the bill by winning the five mile stock event, and repeated in the "ten" mile pursuit, which only went 6½ miles. In the five mile handicap, Taft was on scratch and the limit man had 34 seconds. This was just one second too much for Taft to overcome, but as it was he finished second to Klopfer on a Thor, being beaten by less than a length. Having won two and lost one Taft now got ready to win another, but he lost it through not being sufficiently proficient in the quick lunch habit, which a "Taft" should never try to contract. The event was a five mile novelty with six soda crackers to eat, and D. S. Cline did the mastication quickest. Taft was second best as a cracker eater.

Taft "came back" in the 25 mile open and won hands down. Up to the last mile he played tag with the others to give the crowd its money's worth, and in the last mile cut loose and ran away with the race. His time was 34:05⅕. George Valentine captured a five mile race with a Harley-Davidson and R. E. Chesley, Excelsior, won the quarter mile slow race. A. H. McQuestion broke the local track record for a mile, the new figures being 1:12⅘. Summary:

Five mile stock—Won by Archibald Taft (Excelsior); second, George Valentine (Harley-Davidson); third, H. H. Batchelder (Harley-Davidson). Time, 6:50.

Ten mile pursuit—Won by Archibald Taft (Excelsior); second, R. E. Chesley (Excelsior); third, D. S. Kline (Excelsior). Distance, 6½ miles. Time, 9:52.

Five mile handicap—Won by H. F. Klopfer (Thor), 34 seconds; second, Archibald Taft (Excelsior), scratch; third, H. H. Batchelder (Harley-Davidson). Time, 6:40⅘.

Five mile novelty—Won by D. S. Cline (Excelsior); second, Archibald Taft (Excelsior); third, R. E. Chesley (Excelsior). Time, 6:40⅗.

Twenty-five mile open—Won by Archibald Taft (Excelsior). Time, 34:05⅕.

Five mile open—Won by George Valentine (Harley-Davidson). Time, 7:12.

Quarter mile slow race—Won by R. E. Chesley (Excelsior). Time, 7:10.

One mile against time for track record, by A. H. McQuestion (Indian). Time, 1:12⅘. (Record.)

Hughes a Streak on Workhouse Hill.

Crashing up a slippery grade and around a sharp bend at 52 miles an hour, E. M. Hughes won the free-for-all class and made the fastest time of the day, in the hill climb conducted by the Louisville (Ky.) Motorcycle Club, on Workhouse Hill, in Cherokee Park, on Saturday, 12th inst. Hughes rode an Indian, and was clocked in 12 seconds for the 300 yard course. His flight was by far the most spectacular feature of the contests.

Of the four events, two were won by a private owner, John Burford, on a Harley-Davidson. Burford won the 30½ inch open class, and also the same displacement event for belt machines. Through a strange coincidence Burford had to win his classes twice, for the first time he was tied in each event by Herbert Kline, also on a Harley-Davidson, showing remarkable consistent running of these machines. In the run-off Burford won out, one run-off breaking the double tie. Edward Davis, on a Pope, brought that machine home a winner in the 27 inch class in its first appearance in competition.

Rain fell after the third event, making the course very slippery, but the full program was run off. Through the courtesy of Chief-of-Police Lindsay, two mounted officers were detailed to patrol the course and keep the large crowd back, while Prince Wells and Lee Miles, local automobile dealers, contributed their services as checkers. The contest was one of the best of its kind held this year and was well supported by the trade, prizes being donated by the following: Pfanstiehl Electrical Laboratory; Elite Mfg. Co.; United States Tire Co.; Nathan Novelty Co.; Veeder Mfg. Co.; C. F. Splitdorf; Heitger Carbureter Co.; Chicago Belting Co.; Standard Mfg. Co.; Prest-O-Lite Co.; Corbin Screw Corporation, and Persons Mfg. Co. Summary:

Twenty-seven cubic inch class—Won by Edward Davis (Pope), time 0:18; second, Glenn White (Yale), time, 0:20⅗.

Thirty and one-half cubic inch class, open—Won by John Burford (Harley-Davidson), 0:16⅕; second, Herbert Kline (Harley-Davidson), 0:16⅕—run-off, 0:17⅖; third, Edward Davis (R-S), 0:17; fourth, Paul Ruhlman (Indian), 0:17⅗.

Thirty and one-half cubic inches, belt drive—Won by John Burford (Harley-Davidson), 0:16—run-off, 0:16⅕; second, Herbert Kline (Harley Davidson), 0:16—run-off, 0:17⅖; third, Edward Davis (R-S), 0:16⅖.

Free-for-all, 61 inch class—Won by E. M. Hughes (Indian), 0:12; second, Herbert Kline (Harley-Davidson), 0:15⅕; third, W. Kempf (Excelsior), 0:18⅕.

SPARKS FLY AT ELECTRIC PARK

"Chic" Thomas's Accident Causes Clash of Rival Forces—Reporters "Get Their Dander Up."

Driving his motorcycle at terrific speed around the "hairpin" curve during the automobile races at Electric Park, Baltimore, on Saturday the 12th inst., Raymond (Chic) Thomas, one of Maryland's foremost motorcycle riders, crashed through the guard rail fence, smashed into a big oil barrel and barely escaped death. He was picked up, placed in a big racing automobile and carried to the city at a speed of sixty-five miles an hour and taken to a local hospital, where he lay all night and the greater part of Sunday in an apparent semi-conscious condition. The daring rider's forearm was broken in two places between the wrist and elbow, his head was almost split open and he sustained injuries to his right hip that will cause him to limp for quite a while and suffered innumerable contusions and abrasions about the body.

For fully fifteen minutes after the crash he lay on the ground unconscious and the tens of thousands who filled the grandstands at the park thought for sure that Maryland's champion, who a few moments before had caused them to applaud and hold their breaths in turns, had ridden his last. But by the time the surgeons had gotten to work his wonderful "nerve" returned, and after his arm was temporarily bandaged he was rushed to the hospital. It seems that Thomas got into one of the big ruts in the track caused by the heavy automobiles and was swerved into the fence.

That he was not killed is considered a miracle by those who saw him and his machine go crashing through the fence. The accident occurred in the fourth event—the three mile free-for-all handicap motorcycle race. Bob Burman, the "speed king," had driven his Blitzen-Benz a number of times at high speed and in commenting on the dangers of the dirt track Burman pointed out the hairpin curve. Ten minutes later thousands of spectators saw Thomas coming around the curve—his machine skidded—the spectators held their breath, for they could see that the five Indian was beyond the control of the daring rider. A moment later—Crash! Thomas shot through the air as if thrown from a satapult and landed on his head. He did not move. Someone called out that Thomas had been thrown. A number of the soldier guards were by the side of Thomas and a moment later a bugle at one end of the field sounded, the militia ambulance came dashing up the course and several physicians in the audience rushed to the scene.

Then followed more excitement, and growing out of the circumstances surrounding it, the Baltimore County police force came almost to blows with a provisional



WILLIAMSPORT (PA.) MOTORCYCLISTS GUESTS OF W. A. MYERS

company of the Fourth Regiment, M. N. G., when the soldier boys undertook to prevent the newspaper men and the correspondent of the Bicycling World from passing to that part of the field where Thomas lay. When the scribes reached the place they were met by a number of the Fourth Regiment Guards who attempted to push them back. While the writers were fighting to get through the lines the county police came along and championed the cause of the scribes. At that time one of the soldier boys threatened a newspaper man with the butt of his gun and the police ordered the militiamen to desist, on the ground that the newspaper men had a right to go where they pleased. Several of the other officers were having arguments with the militiamen, one of whom threatened to bayonet one of the patrolmen, and then the lieutenant in charge, Radcliffe, came up to champion the cause of the soldier laddies. And the fun then began.

The police reiterated to the lieutenant that the soldiers had no authority on the field and that the police were supreme. Things then began to assume a serious aspect, for the police had their hands near their "gun pockets" and the soldiers had fixed bayonets. Finally the trouble was quashed when the sergeant in charge of the police declared that he would call out the reserves, spank every member of the regiment, including the officers and then lock them up for disorderly conduct at a place of public resort if necessary, but the matter was smoothed over at this juncture by the militia withdrawing their ruling as to the scribes and breaking line to permit them to pass through.

"Chic" was the star of the motorcycle men. At the time of the accident he was making a beautiful race with the five other contestants. The accident occurred in the last lap. Five times Thomas had circled the track with the others, and all were nearing the curve when Freddie Tiemeyer managed to force his machine ahead of Thomas, gaining thirty paces toward the straight home stretch. Cautiously Tiemeyer negotiated the curve, but something happened to Thomas's steering bar. While the physicians were working on him Thomas opened his eyes and bending over him was Howard A. French, his "boss." Thomas pleaded with him not to leave him and French knelt on one knee, assuring his rider that he would stick close by. Thomas wanted to go home.

It is possible that Thomas will never ride in another motorcycle race again. In the old days at the Coliseum he was the pace follower, and was a prominent member of the Yale Wheelmen.

When the real event of the day, as far as racing records go, were performed by the drivers of the racing autos, it remained for the real thrill of the afternoon to be given by the motorcycle pilots. The first event on the program was a two mile open event for local riders, and was won by Thomas. He completed four circuits of the half-mile dirt track in 2:49⅖, a good distance ahead of Freddie Tiemeyer.

It was while trying to overtake Freddie Tiemeyer in the next to the last lap of the last motorcycle race that Thomas was injured. Tiemeyer, with a handicap of fifteen seconds, was several hundred yards ahead of Thomas when the latter began his spurt. Thomas never faltered, and was going at a wonderful rate when his machine ran into the guard rail. Tiemeyer made the three milse in 4:08 The summaries:

Two-mile open motorcycle event; all riders scratch—Won by Chick Thomas (Indian); second, Fred Tiemeyer (Indian); third, J. Johnson (Indian); fourth, J. Blackney (Indian). Time, 2:49⅖.

Three-mile open handicap motorcycle race—Won by Tiemeyer (Indian); 15 seconds; second, Johnson, 20 seconds. Thomas was stratched in this event.

Games and Sports at Myers's Picnic.

Forty-three motorcyclists of Williamsport, Pa., enjoyed the hospitality dispensed and participated in the games and sports at an adjacent park on Sunday, the 6th inst., on the occasion of the first annual dinner and picnic under the auspices of W. A. Myers, local agent for the Indian, Excelsior and Flying Merkel.

Evidently the variety of makes of machines apparently used gave opportunity for the formation of two baseball teams; the "belt drive" team putting up such an argument with bats and balls as to score 23 to 6 on the "chain-drive" team. The next event, dinner, had a full entry list, all going the entire course to a lively and highly appreciative finish. Speed was not so much sought for as the filling of space.

The winners and their respective prizes in the various athletic and mental gymnastic exercises are as follows: Hunting the stake—Won by Ernest Gestalder, a Stewart speedometer; second, H. C. Flanagan, pair Star pedals. One hundred yard dash—Won by Oscar Berry, Empire tire. Peanut guessing contest—Won by George Smith, Veeder cyclometer. Balloon race—Won by George H. Fink, Eclipse free engine clutch; second, Dalton Bell, "Old Sol" lamp. Diving contest—Won by Howard Krouse, Vacuum cup tire. Hop, skip and jump—Won by Harry Fogelman, Prest-O-Lite tank; second, T. Smith, U. S. tire. Broad jump—Won by H. Lyman, tool kit. Prizes donated by respective manufacturers. Leather encased collapsible cup to all by W. A. Myers.

Cleveland Wants to Stop Tandem Riding.

Councilman Jackman, of the Cleveland (O.) City Council, has asked the committee on streets to return his resolution relating to motorcycles and forbidding a rider to carry a passenger in front. It has been the practice of Cleveland motorcyclists to carry passengers on cushions on the tank of the machines. Several accidents have resulted, with the usual newspaper accounts with scare heads, and the ire of Councilman Jackman has been aroused. Two deaths resulted from this kind of riding last month. The use of a tandem attachment is also complained of by the police, who state that in many cases the number of the machine is so located that they are unable to see it and identify the rider or owner, because of it being hidden by the passenger, particularly when one is of the fair sex, whose skirts hide the number from view. Jackman now plans to amend the resolution and, if possible, force legislation to prevent tandem riding.

No Truth to Reinstatement Report.

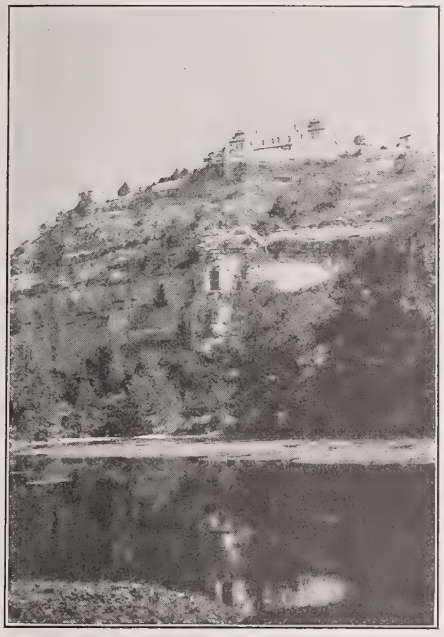
According to the chairman of the F. A. M. competition committee, the widely published statement that J. H. O'Brien, a professional motorcyclist of San Francisco, has applied for reinstatement as an amateur is unfounded. The ridiculousness of such a statement is made apparent by Section 1 of Article 19 of the competition rules.

CYCLING ACROSS THE STATE OF MISSOURI

By R. M. B. Tidd, C. L. Barr, E. A. Gipperich, Carl Lindenschmidt and O. B. Henry.
Members of the St. Louis Cycling Club.

We had a fine night's rest at the Lebanon Hotel and started at 7:15 for Springfield. We followed the old Wire road, otherwise known as the old Springfield State road leading through Philippsburg, Conway and Startford, and bowled along for 29 miles over good roads until 11:30. By this time the usual hunger instinct became manifest and we made inquiries for a place to get dinner. At a little place called Fornaker's Hill we were told that we could get a hand out at a farmers named Thompson, about four miles farther on. After crossing the head of the Niangua river, we arrived at Thompson's farm and were told that they could help us out. The people were very nice to us and the dinner that was served will go on record as a rival to the one we got at Waynesville. The cost was 25 cents each and consisted of fried chicken, hot biscuits, sweet milk, buttermilk, coffee, honey, string beans, peas, chicken gravy, pie, etc., etc. After dinner we were regaled with the Thompson family history. He was very hard of hearing and in talking to him you had to notify the whole County of Webster. In settling up for the dinner Mr. Thompson wanted to charge three of us 16 2-3 cents each and Gipperich 50 cents. It would seem that when anybody would start to take something on the table, Gipperich, without taking his eyes from his plate, would say, "What you got there? Gimme some!" If this only happened once we would not have noticed it, but it has happened three times a day since leaving the Pacific. Henry ate so much, including four glasses of milk, two glasses of water and a cup of coffee, that for three hours after dinner we had to coax him along. He was hoping some one would get a puncture so he could rest. Suffice to say that we all enjoyed too much of this big dinner and after about a half hour's rest,, we turned our wheels toward Springfield, a distance of about 35 miles. On the road between dinner and Strafford we encountered about four miles of sand, the first of our trip. The last seven miles into Springfield were over roads, rocky and dusty and were the hardest of the day's ride. When we arrived at the Colonial Hotel we were dusty and tired, and sweaty from head to foot, and the clerk at the hotel almost refused to take us in. The postoffice was closed and we barely got our clothes out of the express office in time to get our supper at the hotel We certainly enjoyed the benefits of a bath and clean clothes. Henry and Linde said a reluctant good-bye to their whiskers, and really looked almost human again.

Comments—Two interviews from the local papers, one of them at 11 o'clock at night over the phone. Weather threatening, but no rain until after we got into



NEAR HAHA TONKA

Springfield. This finished the longest day's trip so far, 61 miles. Mileage to date, 325.

Sunday, July 16th.

Sunday morning at Springfield we got up rather late and after breakfast promptly invested in two Springfield papers and found the two writeups mentioned above all right with the exception of the spelling of the names. After a perusal of these papers and looking up the standing of the



GOOD ROAD NEAR SPRINGFIELD.

"Cardinals," we went to the postoffice and got our first mail of the trip, including a telgram from the Bicycling World asking that we let them have an account of the trip, together with some of the pictures taken enroute. After visiting two friends of Barr for the rest of the afternoon, we went back to the hotel and ate dinner. We were always glad to get to town, but they did not hold many charms for us, and we soon became anxious to get on the road again. To us the saddle felt more comfortable than the upholstered furniture of the hotel. Our night's stop was to be at a little town called Republic, some 18 miles away. We left Springfield abut 3 o'clock. When about five miles from Republic, Barr discovered that his front tire was flat. Accordingly, all stopped by the roadside to await developments, while Barr and Gipperich repaired the puncture. In the meantime, Henry, to amuse himself, let the air out of Gip's front tire on the sly and then made a motion that he and Linde go on and order supper for the bunch at the Republic. This they did, leaving Barr and Gip to fix the former's puncture. Upon fixing the puncture in Barr's wheel, and after relieving himself of a bunch of excellent and comprehensive English, exclaimed that he had a puncture. Barr found that he had another puncture in the same tire, and trying to outdo Gip's language, found that he had three thorns on the inside of his casing. How long it took Gip to find his puncture remains unsettled. Linde and Henry believe they had a good joke on the two—Barr and Gip say they never even looked for it. They were pretty late in getting to supper, however. After supper Linde and Henry wandered down to the railroad station. Barr and Gipperich were content to stay behind, in fact very willing to do so. "Ha, Ha!" said Gip, "He who laughs last, laughs best. One hour ago I had to spit all over my tire to find where the air came out, but now I shall have my revenge!" SCENE NEXT MORNING—Linde and Henry down on their knees pushing the pump. Comments—The villains were not satisfied with letting out that treasured St. Louis air that Linde and Henry were still carrying in their tires, but also had unscrewed the valves. Barr and Gip seemed to get a good deal of amusement out of it before it was discovered whether the trouble was with the pumps or with the valves. Mileage to date 343.

Monday, July 17th.

After Linde and Henry discovered what was the matter with their wheels, we left Republic for Monett, a distance of 40 miles. The country since leaving Springfield and all the way to Monett had reverted back to the prairie form. The roads were very good and we had no trouble arriving at Monett at 1 o'clock. About 8 miles out

of Monett, the usual stunt was pulled off on the two fellows in front taking a different fork from the other two, and the four did not meet again until at the outskirts of Monett. We grubbed at a Harvey House and managed to get away with 65 cents worth apiece. After a peep around town we headed for a little corner in the extreme southwest part of Missouri called Fairview where we expected to stay over night. We struck about 20 miles of nice road as anywhere on the trip and got to Fairview about 6 o'clock.

Comments—We were coming down the main street of Monett in quite a respectable manner, Gip in the lead, and were turning a corner to go to the restaurant when Gip uncorked a yell, points to a red and blue sign over the sidewalk, runs his steed up to the walk, through the latticed doors and says, "Give me a case of Budwiser!" The sign of the restaurant gave a stronger call to the rest of us than the sign which Gip fell for, so there we went like peaceful citizens and ordered an honest meal. When Gip came in we were licking the platters. We don't know what made him lose his sense of direction, but he had rolled up five miles by the cyclometer trying to locate us. Fairview is a quaint little town, situated on a high plateau, and everything is clean and new. Mileage to date 403.

Tuesday morning turned out to be cool, in fact the day and evening before was actually cold, enough so that we expressed a wish for coats more than once. After a good night's rest we adjourned to Pioneer to investigate the zinc mines located there. We spent a very enjoyable forenoon going down into the mines and watching the men at work and watching the various processes through which the rough ore had to go in order to be refined. Afterward we adjourned to Shoal Creek, about a block from the mines and had an ice water bath. We got back to Fairview in time to partake of a hearty dinner, in fact, we ate too much for the amount of exercise we had taken in the morning.

It was our intention to start for Joplin, 50 miles northwest, immediately after dinner. However, the spirit of laziness, combined with mischief, seemed to have taken complete possession of the bunch. When Linde looked at his bicycle he found his back tire flat. He unscrewed the cap and proceeded to trp to pump it up. For some peculiar reason no air would stay in the tire and Linde promptly blamed the pump. He took the pump apart, thoroughly greased it with vaseline and tried again. He had the sympathy of the rest who stood by and cheerfully gave various suggestions,, etc., free of charge. But no air wanted to stay. Finally, after all of Fairview had gathered round, Herr Linde found that the valve plunger had mysteriously disappeared. It reappeared shortly in Gipperich's pocket. Just then Henry told Gipperich and Gipperich told Henry to look at each other's tires, that they were flat. It looked to Barr like foul play was afoot, as both the parties concerned had an ear to ear grin and showed no alacity to help each other out. It developed that each had punctured the other's tire with a pin, unbeknown to the other. Barr doesn't know why he was left out on the deal. The moral is—that small things, such as happened at Republic are apt to grow, and



NEAR PIONEER, MO., NEWTON CO.

it seemed that they both laguhed last. After these various matters were fixed up, we finally managed to leave for Joplin about 2:30. We made fairly good time up to 6:30, considering the fact that Gip's lace curtains caused us to stop and repair punctures three different times. At 6:30 we were in Diamond, 18 miles from Joplin. After a half hour there, working on Gipperich's tires, we hit for Joplin again and struck the "chat" roads. Sixteen miles an hour is go-



STACK WHEELS FOR A SMOKE

ing some, but that is what we covered in the next hour. We got into Joplin at 8:30 and made straight for the Connor Hotel. After an enormous supper we went straight to bed, after the reporter for the Joplin Globe had gotten our opinion on how to pave the main street of Joplin. Comments—Roads in Joplin were exceedingly good—those immediately around Joplin for a distance of 18 miles the best we rode on. The scenery was not particulary great, but was odd, as everything resembled a huge graveyard—hundreds of abandoned lead and zinc mines on every side. Mileage to date 454 miles.

Thus ended one of the most enjoyable and successful tours ever undertaken by members of the St. Louis Cycling Club through the wilds of the State of Missouri. As our time was up, we looked over Joplin the next day, visiting various mines and points of interest and on Thursday morning left for good old St. Louis and home.

Derkum Sets Up New Road Record.

Paul J. C. Derkum has not been heard of very ofter since he abandoned track racing, but on the Pacific Coast he is well known as one of the greatest road riders in the country, and many of the long distance records around Los Angeles stand to his credit. One of the records coveted by all motorcycle riders of Los Angeles is the run to San Diego, and this has been held by Derkum for several years. Just as a matter of experiment Derkum made another trip over the course on Aug. 15th, and knocked one hour and twenty minutes off his previous record, bringing the time down to three hours, fifteen minutes for the distance of 136 miles. The road traverses a mountainous district with exceedingly steep grades and rough surfaces, together with many sandy hills so that this performance is one of unusual merit. The kind of riding that Derkum does on one of these trips may be inferred from the fact that he covered the last seventy-four miles of his journey in eighty-six minutes. Derkum rode a 7 h. p. Indian.

Arm Bands and Pennants Can Be Secured.

F. A. M. members who went to Buffalo, but did not secure any of the F. A. M. official pennants and arm bands and those who did not go, but would like to get some of the regalia just the same, as a souvenir of what a good time they missed, will be interested in Secretary Gibson's announcement that he can fill a few orders for pennants and arm bands. The large pennants sell for $1, the small pennants 75 cents, and the arm bands 25 cents. Combination orders will be filled at the above rates. All orders should be sent to G. B. Gibson, 24 Main street, Westboro, Mass.

Ohio Local Speed Laws Not Legal.

Attorney General Hogan, of Ohio, rendered an opinion, July 26th, that city councils in Ohio have no authority to pass ordinances regulating the speed of motorcycles and automobiles. The attorney general asserts that only the legislature has that authority. He also adds that the present speed laws, passed by the legislature must be accepted in all parts of the state. The law now requires a speed limit of eight miles an hour in the business and closely built parts of cities and towns, and 15 miles in so-called resident districts, with 20 miles outside of municipalities. Several local speed laws have been passed.

SPLENDID SPORT AT RIVERVIEW

Wolters Defeats Graves and Balke—Wenk Captures Amateur Events—12,000 Cheer the Speeders.

Although it was not so planned in advance it was Chicago night at the Riverview Motordome on Saturday the 12th for "Joe" Wolters of that city, driving a Chicago made Excelsior machine, won every heat and contest on the card except the amateur event in which he was not eligible, of course. A five-mile professional race was the first on Wolter's list, and after winning his heat of three miles in the fast time of 2.09⅗, he captured the final in the slow time of 3:40 for five miles. Balke, on an Indian, was second, but did not press Wolters to the usual limit.

Faster time was made by Wolters later in the five-mile Bowler sweepstakes, which he won in 3.35, being urged to the last notch by Balke, with Chapple on a Merkel coming third. A match race of two-mile heats between Wolters and Edwards was won by the former in straight heats and in excellent time for both. So close were the finishes at Riverview that three machines could be covered up with an ordinary blanket and the rivalry was intense. Generally nobody but the judges can name the winner until the announcement is made. Wenk and his Thor again won the amateur contest and interest in this nightly feature is not pronounced. Everybody wants to see speed and plenty of it

The summaries:

Five-mile amateur—Won by P. Wenk (Thor); second, H. P. Mitchell (M. M.); third, W. B. McCullough (Indian). Time, 5.05.

Five-mile professional; first heat three miles, won by Balke (Indian); second, Chapple (Merkel). Time, 2:11. Second heat, won by Wolters (Excelsior); second, Edwards (Merkel); third, Mitchel (Merkel). Time, 2.09⅗. Final heat, five miles—Won by Wolters (Excelsior); second, Balke (Indian; third, Edwards (Merkel). Time, 3.40.

Match race, two miles, between Wolters and Edwards—Won by Wolters in two straight heats. Times, 1.27⅕, and 1.28⅖.

Five-mile professional; Bowler sweepstakes—Won by Wolters (Excelsior); second, Balke (Indian); third, Chapple (Merkel). Time, 3.35.

Sunday, August 13th.

"Joe" Wolters, the local professional motorcycle rider, again repeated his hair-raising performances on his new Excelsior seven-horsepower machine, before a cdowd of twelve thousand at the Riverview Stadium on Sunday the 13th. The usual Sunday night throng was present, although the rain of the forenoon and the aviation meeting downtown, kept thousands away who intended to witness the thrilling speed contests furnished by the motorcycle riders.

Wolters won the first five-mile professional race in the fast time of 3.35⅘, defeating Graves and Balke, and by a coincidence, captured the five-mile Alco sweepstakes in identically the same time. The Alco feature was in honor of the presence of the entire Alco team of racing automobile drivers and mechanicians, here for the coming Elgin road races, and the contest was started by Harry Grant, twice winner of the Vanderbilt Cup in an Alco car. In this event Balke was second to Wolters by a few inches only, with Graves third. A match race of two mile heats between Chapple and Walsh was won by the former in two straight heats, the time being 1:42 and 1:40 minutes.

Wolter's victories gave him the lead in the point trophy competition with 42 points. Mitchel is second with 41, Balke has 40 and Graves 38.

Wenk and the Thor repeated again by winning the amateur race. He was the only rider to finish.

The summaries:

Five-mile amateur: Won by P. Wenk (Thor). Time, 5.14⅕.

Five-mile professional—Won by Wolters (Excelsior); second, Graves (Merkel); third, Balke (Indian). Time, 3.35⅘.

Match race, two miles, between Chapple (Merkel) and Walsh (Harley-Davidson), won by Chapple in two straight heats. Time, 1.42 and 1.40.

Five-mile professional; Alco sweepstakes—Won by Wolters (Excelsior); second, Balke (Indian); third, Graves (Merkel). Time, 3.35⅘.

Joe Wolters found at the close of the races that his machine had been protested as having too much piston displacement. When measured on the following day however it was found that the protest was unfounded, inasmuch as the experts found the piston displacement to be well within the 61 cubic inch limit. The finding caused unbounded joy in the Excelsior camp, as an ever increasing number of Excelsior owners are keen followers of the Riverview motorcycle race results.

New Measuring Instruments Ordered.

Official measuring instruments for measuring cylinders for piston displacement have been ordered by Chairman Thornley, of the F. A. M. competition committee. The set will consist of a Vernier caliper, inside micrometer, depth gauge, slide rule, straight edge and magnifying glass. With the aid of these instruments the chairman hopes to prevent a repetition of four-hour sessions when he again has occasion to measure a motor. The instruments will cost in the neighborhood of $50, and will be loaned to F. A. M. officials in other cities upon posting of a bond to cover the cost, and when returned will be sent to the factory for verification, to detect any attempt at crooked work while out of the chairman's possession.

INDIANAPOLIS INDIANS ON A LARK

Have Lively Experiences and a General "Good Time"—Chicken Dinner Helped Satisfy Inner Man.

The ideal weather ruling last Sunday, but with roads dusty and sandy that made the going a bit hard, the second G. H. Westing Indian run of the season was given from Indianapolis. The objective point was Martinsville, thirty-one miles from the Hoosier Capital, and it took the fifty riders to make the trip about two hours each way, counting the stops made in some of the cities and towns along the route. Spills were in order and many of the riders returned with skinned knees and elbows. A chicken dinner was served at the Martinsville Sanitarium Hotel, where the riders made their headquarters for the day and the games that followed after the dinner were played on the lawn. Although laboring under the handicap of too much chicken dinner Bob Storm won the sack race, after a number of heats were run off he was given a box of good cigars as his prize. In the three-legged race Brown and Billy Crepp triumphed and both were given handsome prizes.

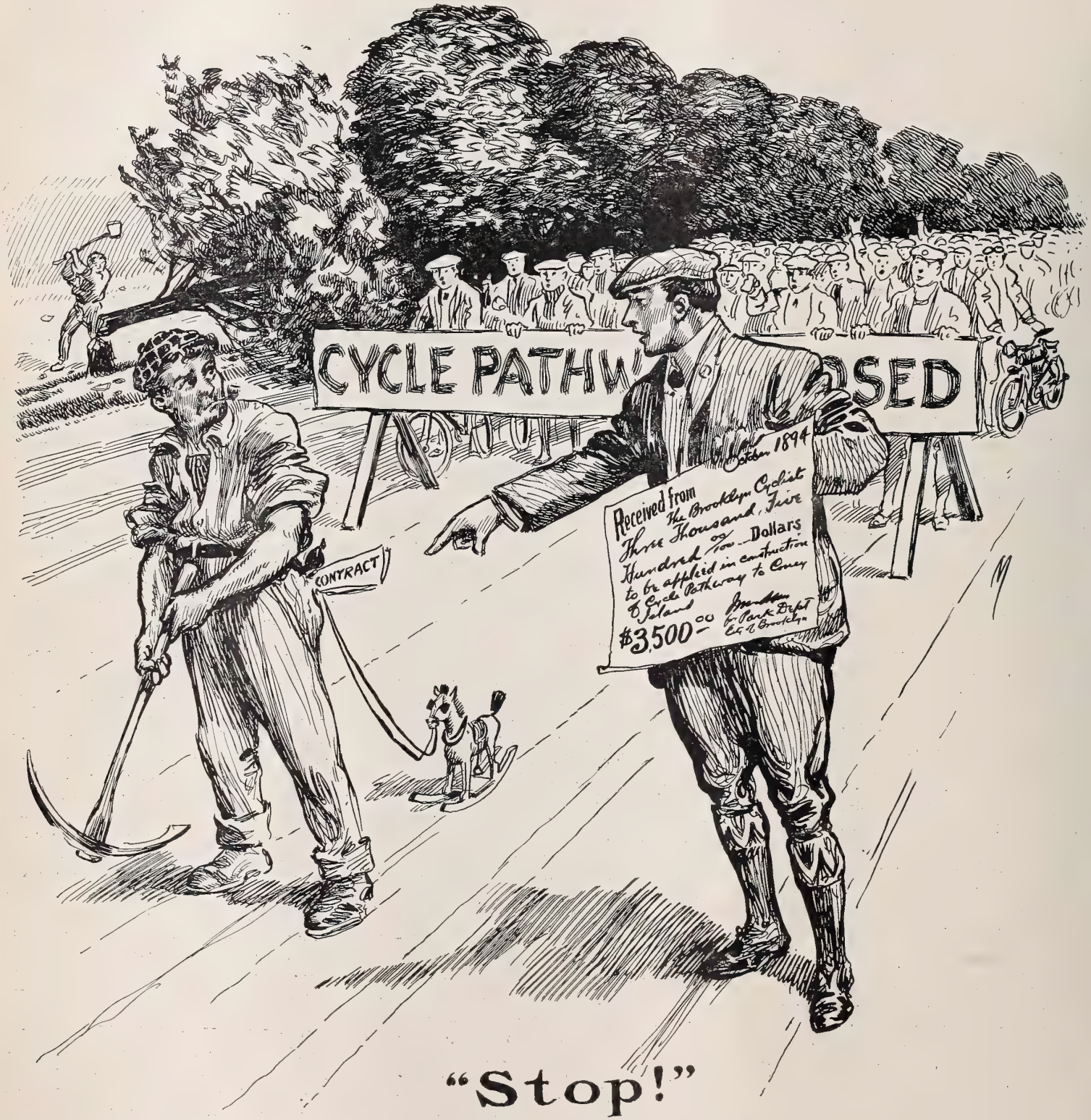
Eight of the boys came home a different way and they had some lively experiences. Floyd Hassler ran over a pig and landed down in the ditch, soon after passing Mooresville.

Jupiter Pluvius Stopped Toledo Meet.

Rain rang down the curtain on the motorcycle race meet conducted by the Toledo (Ohio) Motorcycle Club, at the fair grounds track on Sunday, 13th inst., after six events had been run. When the waterworks went into operation honors were even between Don Klark, Indian, and Rath, Merkel, each of whom has won two races. L. S. Taylor, on an Emblem, and Ingler, Yale, took the other two. Klark threw a tire in the fifth event and headed for the fence, but by coolness and skill averted a crash. Harry Long lost control of his machine in the pursuit race and ran into the crowd on the rail, injuring three people besides himself None of them were hurt seriously. The attendance was over 5,000.

Togo Liked New York's Motor "Cops."

Paying a delicate compliment to the efficiency of the motorcycle for police work, and also to this branch of the New York Police Department, Admiral Togo, the Japanese naval hero, who has been the guest of New York City for the past week or two, before his departure for Boston on the 15th inst., sent for the four motorcycle policeman who have constituted part of his escort and body guard during his stay in the city, and shook hands with each of them. He also thanked them for their efficient service in his interest.



"Stop!"

Cyclists—This Cycle Path which we helped pay for must not be destroyed for the sake of a few "hobby-horse" fiends.

NEW YORK'S FAMOUS CYCLE PATH IN PERIL

Ocean Parkway to be Wrested from Cyclists Who Contributed $3,500 Toward Its Construction—Co-operation by All Riders Needed—Parade on Labor Day Chosen as Means of Protest.

New York's superb cycling highway from the city to the sea is again occupying the limelight in metropolitan circles. On this occasion its very existence is jeopardized. Longing eyes are being cast thitherward by horsemen and automobilists alike.

This grand highway, constructed for the especial use of the two-wheeled steed in the middle nineties, is without doubt the finest of its kind along the entire Atlantic seaboard, and in all probability it compares favorably with anything of the sort ever built on the continent.

It occupies a stretch of five and a half miles, extending from Gate Four, Prospect Park, Brooklyn, to the world-famous seaside resort, Coney Island. The path, or paths, to be correct, for there is an outgoing and an incoming path, on either side of the Ocean Parkway, is approximately 20 feet wide throughout its entire length, and is lined with trees on both edges. Originally it was named the Coney Island Cycle Path, and through usage and association it has also become known as the Ocean Parkway Cycle Path.

Probaly at the present moment a little history of the path would be pertinent. Away back in the late 80's the question of improving all of the highways all over the country was being actively agitated and considered. Cyclists of New York and adjacent states were among the leaders in this movement. Early in the field was the proposition to improve the facilities for reaching New York's immense playground; this was most urgent, as hundreds of thousands, then as now, shook off the city's cares and dust at the week's end and hastened to enjoy a few hours' respite with the cooling ocean breezes. Among the crush were thousands of wheelmen, and their way to the shore was not a path of roses by any means. The roadbed from what was then the end of the paved streets of the at that time city of Brooklyn, consisted mainly of sand—inches deep. Thorns and encroaching fences obstructed the narnow path in many places. To meet or pass another rider was an impossibility, without at least one dismounting.

In an effort to remedy or, at least mitigate, to a considerable extent these conditions, "The Brooklyn Good Roads Association," actively engaged in work of this sort, as the name implies, appeared before the Park Board in August, 1894, urging their claims for recognition and asking for the necessary improvements. The members of the committee were George T. Stebbins, president, Brooklyn Good Roads Association; Isaac Potter, president, Brooklyn Bicycle Club; W. O. Tate, president, Montauk Wheelmen; Mr. Charles Schwalback, of the Kings County Wheelmen, and Mr. Angell of the Long Island Wheelmen.

During the conference it was brought out that the Park Board was perfectly willing to grant the improvements, but confessed to lack of the necessary money to put them into execution. Finally it was agreed that $3,500 would be required, and the wheelmen agreed to raise the sum among the devotees of the sport. From then on the work progressed steadily until June 15th of the following year, when the path was completed and paid for by popular subscription, all contributed and collected by wheelmen and their friends. This was the origin of the path on one side of that drive which has become famous as the Ocean Parkway.

In the succeeding year traffic over the path became so heavy that a return path was found to be necessary. Again the cycling associations took up the work, and this time an act of legislature of New York state made possible the financing of the return path. So far as the origin of the paths are concerned it can now be seen that the ownership of either is not, morally at least, held by the city or any park commission, although under the jurisdiction of the latter, being included with the Ocean Parkway.

Now for a distance of one and a quarter miles, from 22nd street to King's Highway, the mid-section of the Ocean Parkway, 70 feet wide, has been set aside for the exclusive use of speeding horsemen, all pleasure vehicles, consisting principally of automobiles, being compelled to cross over the cycle path and use the heavily congested 25 foot space in conjunction with the heavy commercial traffic, for which it was originally intended. This arrangement brings about conditions that are extremely dangerous, accidents occurring almost hourly.

One proposition to relieve this situation calls for the dividing of the middle 70 feet, 40 feet for automobiles going north and south and 30 feet for a speedway for the horses going in one direction and returning via the adjoining cycle path.

Another suggestion, one with considerable support and viewed from all angles by far the one that will ultimately work the greatest benefit to all concerned, is to remove the horse speedway to some other location and allow the full use of the entire 70 feet main drive to motorists and other pleasure vehicles. Automobilists are increasing daily in numbers and eventually the arrangement as suggested in the first proposition will prove entirely inadequate as it will congest the motor car traffic which will have been using and being augmented by that from the various approaches in the preceding stretch of approximately four miles of open roadway. Coming to this narrow strip of 1¼ miles, the conditions now obtaining on the heavy traffic stretch will be repeated.

From the cyclists' point of view, the same proposition is manifestly unfair. At present and ever since the path was constructed, cyclists have been forbidden the use of the main driveway, although not deprived of that right legally, the ruling has always been maintained and tacitly agreed to. While pedal cyclists are not as numerous as a few years ago, there is a large and rapidly growing class of motorcyclists who, in many instances, were among those using their own power in former days. Motorcyclists are under the same restrictions as regards the driveway as are pedal cyclists.

Consequently, with the extremely rapid increase in the ranks of the two-wheeled power machines, all the original paths will in a very short time be needed to accommodate their travel, together with the steadily increasing following of cycling, which sport is undeniably returning to a greater and more healthy popularity than ever.

In support of their contentions for their just rights the bicyclists of Greater New York and the members of various bicycle and motorcycle clubs are preparing plans to resist the vacating of any part of the path for other than the use for which it was originally constructed. The first move will be a demonstration that will take the form of a parade on the afternoon of Labor Day, Monday, Sept. 4th. All wheelmen, motorcyclists and bicyclists, are requested to report at 2:30 P. M. that day, at Prospect Park Plaza. New York City cyclists of both classes will report at 1:30 P. M. for assembly at Columbus Circle, 59th street and Broadway.

Further information and particulars may be obtained of Mr. William Wallace Davis, 170 Monroe street; A. H. Patterson, 1080 Bedford avenue; Henry J. Wehman, 1203 Bedford avenue; H. Meyer, 1325 Bedford avenue, and Brazenor and Ruderman, 1041 Bedford avenue, all of Brooklyn; Robert Lawson, Amsterdam Wheelmen, 93 Amsterdam avenue, and H. A. Gliesman, 782 8th avenue, of New York City, or practically any club in Greater New York, for they are all showing great interest.

KRAMER INVADES SALT LAKE

Wins Match and Equals Record—Jackie Clark Beats Him in Second Match—Three Days' Events.

Frank L. Kramer gave fitting finish to the wind up of his flying trip to Salt Lake City on Tuesday evening the 15th inst. when he trounced three of his peers in the match race and then hung up a new record for the one-sixth mile, and equaled the quarter mile record.

The match race resulted in one of the most exciting finishes ever witnessed on the Salt Palace saucer. Lawson led at the bell and at half-a-lap to go dug for home with Hehir. Kramer came on strong from third position, passed Hehir on the stretch and nipped Lawson at the tape. Clark was fourth.

Four-cornered match race, one mile unpaced—Won by Frank L. Kramer; second, Iver Lawson; third, Paddy Hehir; fourth, Jackie Clark. Time, 2:26.

Three-quarter-mile handicap, amateur—Won by Brazier; second, Smerty; third, Kramer; fourth, Mayer. Time, 1:29⅗.

Two mile open, amateur—Won by Mayer; second, Smerty; third, Kramer; fourth, Huey. Time, 4:16⅗.

One-sixth-mile record trials, professional—Won by Kramer. Time, 00:15⅗ previous record 00:15⅘, by A. J. Clark); Clark, 00:16;

Quarter-mile record trials, professional—Won by Kramer. Time, 00:23⅘ (previous ord, 00:23⅘ by Iver Lawson); Clark, 00:24; Drobach, 00:24⅘.

Half-mile handicap, professional—Won by Samuelson; second, Thomas; third, Keefe; fourth, Carslake. Time, 00:51⅗.

Five-mile open, professional—Won by Clark; second, Walker; third, Hehir; fourth, Lawson. Time, 10:01.

Sunday, August 13th.

Jackie Clark won from Frank Kramer in two straight heats at Salt Palace saucer Sunday the 13th inst. in their human pace match race.

Clark is undeniably in a class by himself, when it comes to match racing with human pace, as this style is just to his liking usually, as in this case, being a go all the way from the start with a hot winding-up finish. In the first heat Clark came around from the rear and Kramer could not stave him off and in the second heat Clark made the race from the start, Kramer attempted to come up even on the last lap, but was glad to hang on.

Colvin and Mayer had a party of their own in the amateur events finishing one, two in the three-quarter-mile handicap and two mile open.

Iver Lawson out of the match race series accounted for the professional five mile open. Hehir getting in for second not for behind.

Match race, professional, tandem paced, Kramer vs. Clark—Won by Clark two straight heats.

Three-quarter-mile, handicap, amateur—Won by Colvin; second, Mayer; third, Gemple. Time, 1:52⅖.

Two mile open, amateur—Wonby Colvin; second, Mayer; third, Smerty; fourth, Huey. Time, 4:07.

One mile handicap, professional—Won by Carslake; second, Stein; third, Diefenbacher; fourth, West. Time, 1:46⅗.

Five mile open, professional—Won by Lawson; second; Hehir; third, West; fourth, Wright. Time, 15:00⅘.

Match race, professional—Gordon Walker vs. Norman Anderson—First heat won by Walker. Second heat won by Anderson. Third heat and race won by Walker.

Tuesday, August 8th.

In the second and last of their series of match races at Salt Palace saucer, on the 8th inst., Jackie Clark defeated Iver Lawson in two straight heats. Turning the trick this time solely on his superior speed and ability, not a sign of a cloud overshadowing the victory, as both heats were ridden straight and clean throughout, and in Lawson's own words, "the best man won." These results now bring Clark and Kramer together in a match race series.

Paddy Hehir was the king-pin in the professional open events, taking first handily in the half mile and putting up a strong ride from scratch in the two mile handicap, but in the latter finishing third, Thomas (110) winning and Wright (55) getting in for second.

Mayer (10) and Colvin (scratch) has a rare old dust-up in the amateur mile handicap, the former winning by inches; Meredith (60) was third. Summary:

Match race, professional, one mile heats, unpaced, Clark vs. Lawson—Won by Clark in straight heats. Time, 2:51⅗—2:57⅖.

Half mile open, professional—Won by Hehir; second, West; third, Thomas. Time, 0:57⅘.

One mile handicap, amateur—Won by Mayer (10); second, Colvin (scratch); third, Meredith (60); fourth, Huey (30). Time, 2:10⅗.

Two mile handicap, professional—Won by Thomas (110); second, Wright (55); third, Hehir (scratch); fourth, West (60). Time, 3:43⅕.

Five mile motor-paced race, professional—Samuelson vs. Wilcox—Won by Samuelson. Time, 7:01.

Big Purse for New Hour Record.

The Diamant Fahrrad-Werke (Diamond Bicycle Works), one of the largest bicycle manufacturers in Germany, and Franz Hoffman, the pacemaker who paced Guignard for the hour of 63 miles 189.8 yards, have posted a purse of $1,000 for a new one hour record to be ridden anywhere in the world.

AMATUERS BATTLE AT TORONTO

Cavanaugh Too Fast for Dirt Track Turns—Andrews Wins Three Firsts and Causes Near-Riot.

A grand double bill of bicycle racing run off at Toronto, Ontario, on the four-lap Scarboro Beach dirt track on Saturday, August 12, furnished enough excitement to keep the Canadian wheel fans talking for the rest of the season. The best in the land, including Frank Cavanaugh of Newark, who is making a bid for the American title this summer, Joe Schieder and Al Krushel, the Buffalo cracks, together with the Canadian champions, were on hand for the occasion, with the result that some of the speediest and most sensational racing of the year was witnessed. The program of fifteen events was split, the first half, which included the regulation Ontario championship races, being held in the afternoon, while at night the list included a series of special contests and open events for the champions and near-champions.

The Newarker found to his sorrow that he could do nothing at all on the small dirt oval after pedaling all season on the boards and could never find better than third place in any event, although he started five times. He was, in truth, too fast for the track, and as a result he had two nasty falls, in one of which he smashed his wheel and did considerable damage to his own person. On the straight he was a veritable whirlwind, but the corners stopped him short.

On the other hand, Joe Schieder, the Buffalo Dutchman, who is no stranger to Chapman's saucer either, gave a great account of himself. He excelled his 1910 form on the Toronto track in a marked degree, and by the close of the day had garnered two firsts and two second prizes, showing his tail-light in the one mile special to no less a person than Andrews, the great Canuck. Schieder's ire was aroused in the miss-and-out contest when the judges called him out in the early stages of the race. The crowd sided in with the Bison and matters grew exceedingly warm for a few minutes. Again in the one mile special with Andrews, Schieder and Cavanaugh as starters, which Schieder won by a nose from Andrews, the latter claimed that Schieder had fouled him and a regretable dispute followed. It was in this event that Cavanaugh spilled, leaving Schieder and Andrews to fight it out. Schieder set the pace for the greater part of the journey and turning into the home stretch for the final dash fought off Andrews every inch of the way, but in so doing swerved in such a manner that Andrews was forced over to the outside. Schieder found the tape inches ahead of Andrews and immediately the spectators let out a whoop. In the next event, the

final of the one mile repechage, Andrews, Schieder and Krushel started from scratch and another great battle ensued. Paying little attention to the riders in front, the trio watched each other like wildcats. With the sound of the bell Schieder leaped to the front with Andrews in pursuit, but half a lap further Andrews, with a mighty effort, dashed past Schieder, who almost at the same moment fell in a heap, leaving his rival to complete the trip.

The competition for the Ontario titles in the afternoon, for which gold medals were given, was very keen. Joe Golden, of Newark fame, sprung a sensation when he carried off the quarter-mile prize, beating all the cracks in a grand race. Golden jumped to the front at the crack of the gun and was never headed, winning in the good time of 34 seconds. Gordon McMillan captured the half-mile honor in good style, but was barely beaten out by Andrews for the one mile. Andrews also took the five mile championship. The summary:

Afternoon Events.

One mile novice—Won by N. Knight; second, G. Watson; third, J. Hall. Time, 2:29⅗.

Quarter mile Provincial championship—Won by Joe Golden; second, Walter Andrews; third, Tom Bulger. Time, 0:34.

Two mile handicap—Won by W. Smith (75); second, Al Krushel, of Buffalo (25); third, W. Wilson (50).

Half-mile Provincial championship—Won by Gordon McMillan; second, Walter Andrews; third, Tom Bulger. Time, 1:16⅘.

One mile open—Won by Joe Schieder, of Buffalo; second, Gordon McMillan; third, A Watson. Time, 2:26⅕.

One mile Provincial championship—Won by Walter Andrews; second, Gordon McMillan; third, W. Smith. Time, 2:50.

Five mile Provincial championship—Won by Walter Andrews; second, Herb McDonald; third, Gordon McMillan.

Evening Events.

One mile novice—Won by J. Hall; second, G. Watson; third, F. Hall. Time, 2:44.

Quarter mile special—Won by Walter Andrews; second, Joe Schieder; third, Frank Cavanaugh, of Newark. Time, 35 seconds.

Half mile special—Won by Walter Andrews; second, Joe Schieder, of Buffalo; third, Frank Cavanaugh, of Newark. Time, 1:16⅗.

Miss-and-out race—Won by Gordon McMillan; second, Tom Bulger; third, Al Krushel, of Buffalo. Time, 6:44.

Final repechage handicap—Won by W. Smith (75); second, W. Spencer (100); third, A. Watson (125). Time, 2:28.

One mile special—Won by Joe Schieder, of Buffalo; second, Walter Andrews; third, Frank Cavanaugh. Time, 2:21.

Three mile lightweight motorcycle race—Won by G. Swanton (Torpedo); second, A. Pape (Motosacoche); third, Tommy Smith (Motosacoche). Time, 5:47⅕.

FOGLER SHOWS A WORLD OF SPEED

Lands First in Miss-and-Out and Beats Crebs in Match—Goullet Uncovers Phenomenal Sprint.

Joseph Fogler was the bright particular star at the Newark Velodrome last Sunday, the 13th inst., when he won the professional miss-and-out race and also defeated Albert Crebs, the young western flyer, in a special match race. The latter was also well received by the spectators, who showed their approval of his performance, not only when he won the second heat, but also when he finished the other two so close up that Sir Joseph must needs keep busy all the way to the tape.

Alfred Goullet, riding alone from scratch, demonstrated his class in a phenomenal sprint when he won the one mile professional handicap. Arthur E. Rhodes, of the Empire City Wheelmen, demonstrated that a road rider can occasionally slip one over on the wise ones of the board circle, when he won the two mile novice, incidentally showing that an age of 46 years has no effect on his speed; and owner Frank Mihlon proved to riders and fans, to the delight of both, that he can provide a liberal card, in fact the largest this season, despite the absence of Manager Chapman, who is at Salt Lake City with Jackie Clark.

Goullet's victory in the mile handicap, professional, was of the sensational order. Early in the race it was seen that Al Treibel (85) and Johnny King (140) had no intention whatever of being overhauled by the backmarkers. In the latter bunch were Fred Hill, Goullet, Root, De Mara, Fenn, John Bedell and Jumbo Wells. Of these, Freddy Hill and Root did by far the largest part of the donkey work throughout the race. At the beginning of the bell lap 90 yards of daylight showed with King and Treibel on the leading end kicking out every ounce they had, while Root led the pack on a long winding sprint on the other end. Coming into the backstretch Goullet, riding fifth in the bunch, suddenly jumped; the effect on the riders and the 7,000 spectators was electrical, the latter jumped to their feet en masse in the wildest excitement; the situation on the track was wilder, if possible. Going faster with every kick on the pedals Goullet skirted the field high on the bank and came down the home stretch and across the tape a winner by half a length over Eddie Root (1); Dave Mackay (70) was third.

Five heats were required to sift the amateurs down in the two-thirds mile handicap, Thomas Grimm, with 70 yards, winning the final.

In the two mile invitation, professional, Teddy Billington took a lap and a half sprint and was never headed, Jacob Magin finishing second.

Alvin Loftes led a blanket finish over the tape in the five mile open, amateur, in which a field of 26 started.

Summary:

Two-thirds mile handicap, amateur—Won by Thomas Grimm (70); second, Chester Smith, (20); third, Anthony Rivello (50). Time, 1:16⅔.

One mile handicap, professional—Won by Alfred Goullet (scratch); second, Eddie Root (15); third, David Mackay (70); fourth, Walter De Mara (25); fifth, Floyd Krebs (40). Time, 1:58⅗.

Two mile open, novice—Won by A. E. Rhodes; second, M. Merker. Time, 4:57⅗.

Two mile invitation, professional—Won by Teddy Billington; second, Jacob Magin; third, Edw. Rupprecht; fourth, Jay Eaton; fifth, Saxon Williams. Time, 5:43⅕.

Match race, professional, Joseph Fogler vs. Albert Crebs. First heat, one mile, with pacemaker—Won by Fogler; time, 2:10⅗. Second heat, unpaced—Won by Crebs; time, 3:09⅕. Third and deciding heat, one mile, with pacemaker—Won by Fogler; time, 2:19⅕.

Five mile open, amateur—Won by Alvin Loftes; second, William Pettit; third, Carl Ericson; fourth, Chester Smith. Time, 11:23⅕.

Miss-and-out race, professional—Won by Joseph Fogler; second, Menus Bedell; third, David Mackay; fourth, Eddie Root. Time, 6:52⅖.

Ten mile motor-paced race, professional—Won by Elmer Collins; second, George Wiley; third, Ray Duer. Time, 14:05⅘.

Macfarland Wins at New Haven.

Floyd Macfarland was first to catch th judge's eye in the big professional event of the evening, the ten mile open, at Lighthouse track, New Haven, the 10th inst. Joe Fogler took second and Alfred Goullet had to be content with fourth. The Australian flyer also had his wings trimmed in the mile handicap, finishing second to Fogler.

Willie Turville gathered in the premier position in the amateur sprint mile, and F. McMahon made good use of his 30 yards allowance in the half-hile handicap.

The motor-paced match of Collins vs. Wiley, scheduled to go 20 miles, was cut to half that distance, owing to punctures en route, Wiley winning. Summary:

Half-mile handicap, amateur—Won by F. McMahon (30); second, Tim Sullivan (50); third, H. Jehan (40). Time, 1:01.

Two mile open, amateur—Won by Willie Turville; second, F. Grillo; third, F. McMahon. Time, 4:38⅕.

One mile handicap, professional—Won by Joseph Fogler (15); second, Alfred Goullet (scratch); third, Floyd Macfarland (35); fourth, W. S. Fenn. Time, 2:01.

Ten mile open, professional—Won by Floyd Macfarland; second, Joseph Fogler; third, W. S. Fenn; fourth, Alfred Goullet; fifth, Walter De Mara. Time, 21:42⅕.

Twenty mile motor-paced match race—Elmer Collins vs. George Wiley—(cut to ten miles)—Won by George Wiley. Time, 15:45.

COLLINS WINS BY PERFECT PACE

In Ten Mile Match with Moran, He Owes Victory to Charles Turville—Goullet Beats Fogler.

Elmer Collins, American paced champion, and Jimmy Moran, just returned from a successful conquest of European tracks, met in a motor-paced ten mile match race at Newark Velodome, Wednesday evening the 16th inst, and gave the crowd one of the finest and most hotly contested performances ever seen at the local track; in this they fulfilled the expectations of the local fans, as these two always fight it out to the last ounce when they meet, but they also went some further and furnished as dramatic a finish as has been seen anywhere for many a day.

On the get-away from a standing start, Moran had the pole and was fortunate enough to catch his pace first; Collins immediately took up the work and came up on even terms at one mile for a two lap sprint in an attempt to pass; another attempt at three miles was successful, he also drew away for a thirty-five yard gain, the greatest distance that separated the riders at any time during the progress of 59 laps. At six miles Moran worked up for a challenge, but here the fine hand of Pacemaker Turville became evident, by his keeping well up to the center of the track, forcing Moran to ride yards further to the lap, high up on the banks.

With five laps to go Moran settled down and called for more speed, quickly drawing up abreast of Collins, in this manner they swung around for three and a half laps at a terrific pace and gaining speed at every revolution of the pedals, first one would show in front for a half-yard gain and then the other until at one and a half laps the pace was too hot and both riders were shaken simultaneously.

In response to the frenzied howls of spectators, trainers and officials who were all in an uproar, the pacemakers cut off power and waited for the riders; again the master hand of Turville—gauging his man to an ounce he took Collins away at a heart-breaking clip, for the last lap the instant he touched the guardroller, while Moran high up on the bank was overlapping his pacemaker and was of necessity compelled to back pedal before Ruden got out in front. Collins finished the lap and race one hundred yards to the good.

Early in the two-mile professional handicap the "Back-markers Special Limited" train consisting of Goullet and Fogler on scratch; Macfarland, Root and John Bedell out to 80 yards, got hooked up and quickly overhauled the big and apparently overloaded (with dead wood) middle division; while away out in front, with handicaps ranging up to 270 yards, were the long markers very industriously attending to their own affairs; apparently the scratch men lingered too long on the way, although Goullet made a strong bid he could not repeat the grand triumph of Sunday, and had to be content with sixth, while all the big money went to the long-markers. Loftes from scratch with assistance from Carl Ericson (35) made a much better showing in the one-mile amateur handicap than did the professional honor men; winning handily with Thomas Grimm (125) second. The three mile open amateur was also taken by Loftes, with Cavanaugh second, Smith third and Ericson fourth.



JIMMY MORAN

The summary:

Two mile handicap, professional—Won by David Mackay (220); second, Saxton Williams (250); third, Clarence Carmen (260); fourth, William Morton (255); fifth, Martin Ryan (210); sixth, Alferd Goullet (scratch). Time, 4.08⅘.

One mile handicap, amateur—Won by Alvin Loftes (scratch); second, Thomas Grimm (125); third, John Becht (65); fourth, Paul Pendleton (85). Time, 1:57⅗.

Two mile invitation, professional—Won by Floyd Krebs; second, Menus Bedell; third, W. L. Mitten; fourth, Jumbo Wells; fifth, Walter DeMara. Time, 5:14.

Five mile open, professional—Won by Alfred Goullet; second, Joseph Fogler; third, John Bedell; fourth, Willie Fenn. Time, 10:00⅗.

Ten mile motor-paced race. Elmer Collins paced by Turville vs. James Moran paced by Ruden—Won by Collins. Time, 14:19⅗.

Three mile open, amateur—Won by Alvin Loftes; second, Frank Cavanaugh; third, Chester Smith; fourth, Carl Ericson. Time, 6:27⅘. Lap prize winner, Gus Wohlrab.

DROPPING 1000 FEET IN ROAD RACE

How Colorado Riders Did the Trick in 13th Annual Midland Race—Russell Welch First to Finish.

In the thirteenth annual Midland Bicycle Road Race, from Basalt to Glenwood Springs, Colo., on August 6th, Russell Welch, of Grand Junction, Colo., won first place and the gold medal and one hundred dollar prize provided by the Colorado Midland Railroad.

Twelve were entered in the race from towns and cities a hundred miles up and down the valley of the Grand river, from Glenwood Springs. The road from Basalt to Glenwood is 24 miles in length. For the most part it is in plain view from the Colorado Midland railroad, which winds beside the river. Thirteen years ago a Midland official conceived the unique idea of inaugurating an annual bicycle race down the mountain roadway between the two towns, in which riders from all points in the valley could participate. The railroad offered liberal prizes, and then on the day of the race ran a special train from Basalt to Glenwood Springs, starting it from Basalt at the same time that the cyclists took the road.

As the first race was so popular, the Midland road has conducted a similar one every August in the twelve years since. Over two thousand people viewed the race this year. Several hundred of them experienced a thrill over an hour long watching from the windows of the moving train the mad wheeling of the cyclists. A start was made by the riders at 12:05. The wind was very unfavorable and the road was not in as good condition as last year. For that reason and also because of a three minute delay at a railroad crossing the time made was only one hour, eighteen minutes and fifty-eight seconds, as against the record-breaking time of fifty-nine minutes and nineteen seconds of Rex Barber, last year's winner.

In the twenty-four mile stretch from Basalt to Glenwood Springs, there is a thousand foot drop in altitude. The roadway is little better than the average mountain road, liberally provided with ups and downs, rocks and sharp curves. It is environed by some of the most magnificent scenery of the famous Grand River region. A road race in such a setting has necessarily much of the picturesque about it.

The sensational feature of this year's race was the remarkable pedaling of Arthur Chapman, a Grand Junction boy, who, though "scratched" and the last to leave, passed all but four of the twelve riders and won second time. Five out of the six principal places were won by the black and gold riders of Grand Junction. Six other towns had contestants entered. Five prizes were awarded.

"Don't Hunt Big Game with an Air Gun"

Municipalities, corporations and commercial houses will be the biggest buyers of motorcycles in the coming year.

A number of corporations this year have placed orders calling for over 100 machines of some special make.

In purchasing, these firms generally place a trial order for several different makes of well known advertised machines. Then it is a case of the "survival of the fittest." The best machine wins.

We know of many local dealers who never had even a show at this business. (Their make of machine was not well enough known.)

We also know of local dealers whose arguments led the corporation to try motorcycles but when the "big deal" came the other fellow got the business. They had the arguments, they did the work, but the other fellow got the business. The machine they handled couldn't stand the grind. They were virtually "hunting big game with an air gun." Salesmanship, friendship, good fellowship and price may land the "one machine order" but it takes merit to land the large purchaser.

It is as easy to sell the corporation ten machines as to sell the consumer one, provided you have "the goods."

Following are a few results of these competitive trials by big purchasers.

Last year the Minneapolis Gas Light Company placed an order for one Harley-Davidson and one motorcycle of another make. Since that time they have bought six Harley-Davidsons in all, but they have not bought any more of the other make. The machines were of the same price. They bought Harley-Davidsons on sheer merit alone. Comparison is what brings repeat orders to our dealers.

One year ago the Peoples Gas & Coke Company, of Chicago, bought two ——— machines, the first motorcycles they ever purchased. They then bought two Harley-Davidsons and then some more and then still more. To-day they have 25 in all, but they have not bought any more of the other make of machines.

The Public Service Gas Company, of Camden, N. J., purchased seven Harley-Davidsons to replace seven other makes of machines in their trouble department.



THE above shows one (only one) reason why no Harley-Davidson dealer ever voluntarily gave up the Harley-Davidson agency.

HARLEY-DAVIDSON MOTOR COMPANY

923 L Street **Milwaukee, Wis.**

LIVE NEWS FROM BALTIMORE

Standing of the Crescents—Road Race Scheduled for Next Month—Racycle Club Busy With Plans.

Sunday, the 13th inst., was an off day for the members of the Crescent Bicycle Club, of Baltimore, so far as a scheduled run was concerned, none having been called by the captain, but the riders were not idle by any means. The Sanborn brothers took advantage of the opportunity to take a run to York, Pa., to visit relatives. The majority of the riders took a spin over the Annapolis road, through Anne Arundel county, where they played important roles in a watermelon feast. In the afternoon some of the riders journeyed to Electric Park to participate in the speed trials. According to the present indications the July report in the century mileage contest will be a record breaker. The total will also be ahead of the previous record for the first seven months of the year. Capt. Huber, of the Crescents, announced the standing in the run attendance contest up to July 31. Gus Leimbach and Charles Thomas are tied for the lead in this race, neither having missed a run this year, scoring 115 points each. Two riders, Fred Sanborn and Will Leimbach, are well up in the list, having missed only one run. The standing in this contest follows:

	Points
1. Charles H. Thomas	115
August Leimbach	115
2. William Leimbach	110
Fred M. Sanborn	110
3. Langson Sanborn	95
4. Alfred Baker	90
5. Thomas W. Baker	70
6. J. Fred Huber	65
7. John W. Frost	55
8. C. E. Berigtold	40
9. George Peilstocker	35
10. Fred S. Plitt	15
11. Charles Baquol	10
12. Frank Fertitta	5

Arrangements are being made by the Crescent Club to hold a road race during the latter part of September. The course to be selected will in all probability be over the old Shell Road.

The members of the Racycle Bicycle Club will be very busy for the next two months. On Monday, August 28th, at Prospect Park, the club will hold closed bicycle and motorcycle races for the members. This event will be held in connection with the outing of the Iron Molders Union. On October 8th the club will hold its annual road race over the famous Shell Road course.

Successful Meet Held at Electric Park.

Variety, thrills and spills—all were had in large quantities, Sunday, the 13th inst., on the occasion of the first of a series of race meets under the auspices of the United Cycling Clubs of Baltimore, on Electric Park track. The meet was well attended, as was to be expected in that City of Bicycle Clubs, and the enthusiasm evidenced has encouraged the promoting organization to continue the race meets on succeeding Sundays.

Variety surely can be seen at a glance at the summaries; all of the events were hotly contested throughout and the few spills incident to the poor condition of the track, due to the automobile and motorcycle races of the day previous, added to the zest of the performance and not a little to the entertainment of the many spectators.

Summary:

Boys' race, half mile open—Won by Johnny Kelly; second, Charley Wehrna; third, Carroll McShane. Time, 2:52.

Half mile open, amateur—Won by E. R. Boehm; second, Roy Haines; third, G. E. Towson. Time, 1:15.

Two mile handicap, amateur—Won by R. C. Green (125); second, Charles Wehrna (200); third, Roy Haines (125). Time, 5:15.

Half mile tandem exhibition, G. E. Towson and E. R. Boehm. Time, 1:15.

Cycling Couple Arrives in Baltimore.

Not much bigger than the bicycles they ride, Mr. and Mrs. Harry E. Miller, of Toronto, Can., who are on a 10,000 mile tour, comprising the original thirteen states of the Union, arrived in Baltimore on Saturday, the 12th inst., and on Monday morning visited the City Hall, where they were received by Mayor Preston. The couple were among the earliest visitors to the mayor's office, and were received privately. His signature was added to the long list of autographs already obtained. The signatures of Governor Wilson, Mayor Gaynor and other national celebrities adorn their route book, and they expect upon their arrival in Washington to be received by President Taft, and that his name will also be entered, topping the list. The couple came down to Baltimore from Havre de Grace, and found the roads pretty rough, owing to the recent rains. While at Elkton, they procured the signature of Governor Crothers of Maryland.

French Fliers Fined for Teaming.

Summary justice was dealt out by the sporting committee of the U. V. F., the cycle racing governing body of France, to the following well known riders: Dupre, Friol and Auffray each were reprimanded and fined 500 francs (approximately $100), and in addition Auffray was given a six months' suspension; Comes and Doerflinger were fined 100 francs each, and all forfeited all prizes and places in various heats. Auffray's demand on Friol that he be paid for pulling the latter was the chief cause of the fracas and led to the investigation resulting in the above drastic penalties. A number of other complaints are still to be investigated.

KRAMER STILL MASTER OF CLARK

At French Style Racing National Champion Bests Australian—Colvin and Walker Divide Honors.

National Champion Frank L. Kramer and Jackie Clark, the speedy lad from the land of the kangaroo, transferred the score of their hostilities to Salt Palace saucer at Salt Lake City and there the "champ" administered a decisive defeat to Clark in two straight heats, thus proving conclusively that he is undoubtedly the latter's master at the French style of racing. The next race of the series provides that tandem pace shall be used by both riders, in which event there may be a different finish as this style of racing, which means top speed all the way, is the favorite stornghold of Clark.

Colvin demonstrated his ability by taking first in both amateur events, the half mile open and the two-mile handicap. Walker, on 15 yards, led Carslake (60), over the tape in the pro. three-quarter-mile handicap and also performed a like office for Hehir in the three mile open professional.

The summaries:

Match race, professional, unpaced, Kramer vs. Clark. Won by Kramer in straight heats.

Half-mile open, amateur—Won by Colvin; second, Mayer; third, Gemple. Time 1.04⅖.

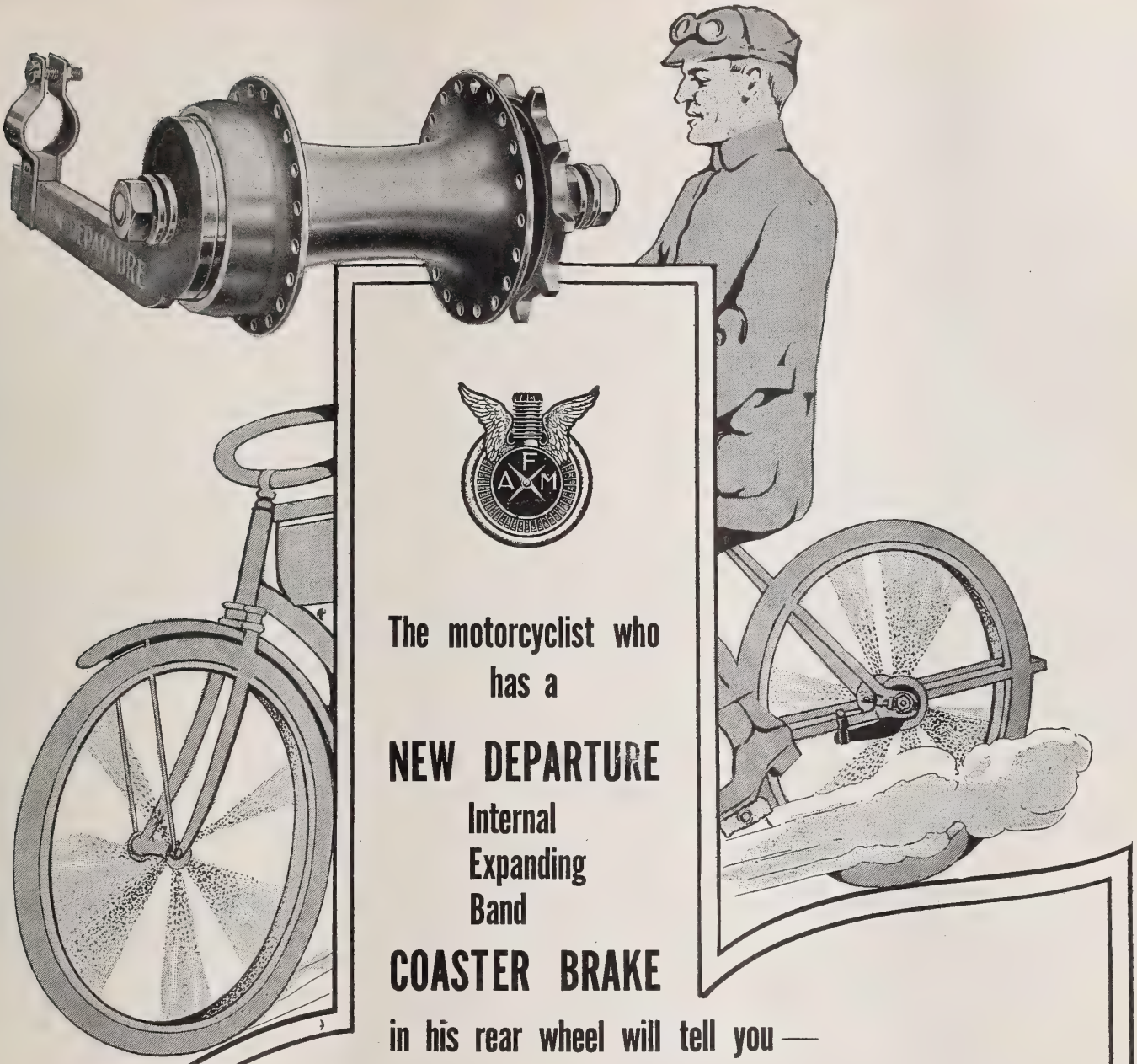
Two-mile handicap, amateur—Won by Colvin (scratch); second, Smertz. Time 4.08⅗.

Thee-quarter-mile handicap, professional—Won by Walker (15); second, Carslake (60); third, Diefenbacher (75); fourth, Halstead (30). Time, 1:36.

Three mile, open, professional—Won by Walker; second, Hehir; third, Drobach; fourth, Halstead. Time, 6.04⅖.

4000 Motorcycle Cases at 60% Reduction
Goodrich Moulded and G & J Flat
1000 M. & W. Tubes at 33⅓% Reduction
Prices to Dealers and Jobbers
Model "A" Merkel-Light at $150
Write for catalogue and discount.
F. A. BAKER & CO.
10 Warren St. NEW YORK

ANDERSON
Glass-and-Steel Spark Plugs
ANDERSON SPARK-PLUG CO.
Washington, D. C.



The motorcyclist who has a

NEW DEPARTURE

Internal Expanding Band

COASTER BRAKE

in his rear wheel will tell you —

It never fails to operate satisfactorily.

It is the most reliable part of his machine.

It has more power than he ever really needs — he can stall his engine with it.

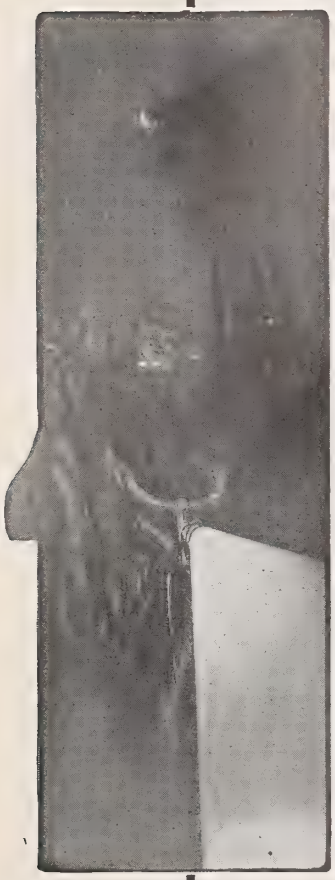
It is strong to the point of indestructibility.

It has proven it's success.

Among all the motorcyclists who attended the big Buffalo F. A. M. meeting and whose machines were equipped with New Departure Coaster Brakes all reported the brake as giving excellent service and fulfilling all claims made by it.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

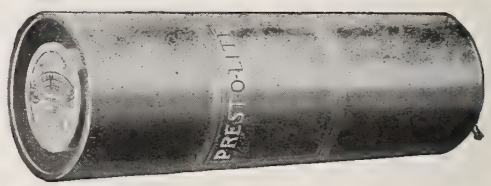
Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

The Prest-O-Lite Co.

245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

The Pierce Agency is a Live Asset

for any dealer to have in his store. In fact it is one of the livest assets on the market. The best dealers in the country are selling Pierce. They're wise, are you?

Lay Your 1912 Plans Early

by taking on the Pierce motorcycle agency. Better still, handle both Pierce bicycles and motorcycles. It's a fine combination.

¶Dealers and riders should write us today for descriptive catalog "E."

THE PIERCE CYCLE COMPANY, Buffalo, N.Y.

Bicycles and Motorcycles

Pacific Coast Branch, - - Oakland, Cal.

Once again—

A Satisfied Customer is a Good Investment

Read this letter and learn from it that it is not what we say but what Haverford Motorcycles do that make it the logical machine for you to buy and dealers to sell.

THE HAVERFORD CYCLE COMPANY, Philadelphia, Pa. Philadelphia, Pa., June 26th, 1911.

Gentlemen:—Words fail to express the pleasure I have derived from my 4 h. p. magneto Haverford Motorcycle, which I purchased from you in the early fall of 1910; since that time I have ridden the machine over 2,000 miles, with but very little cost for repairs and fuel.. I have a tandem attachment on which I carry Mrs. Kershaw, who joins me in expressing the pleasures of the rides we have had through the states of Penna. and New Jersey.

On Sunday, June 25th, we were in a party of 150 who made a run from Philadelphia to Atlantic City, a distance of about sixty miles. Our part of the run was made without a mishap and had we not lost our way would have finished in scheduled time, three hours.

The combined weight of Mrs. Kershaw and myself is 340 lbs., and I think that a machine of only 4 h. p. that will carry that weight without a mishap is worth talking about.

You may use this short testimony, if you so desire, for the Haverford, and you may rest assured that both Mrs. Kershaw and myself will stand by the Haverford.

Very respectfully,

ALBERT T. KERSHAW, No. 1630 S. 53rd St.

HAVE A HAVERFORD AND BE HAPPY!

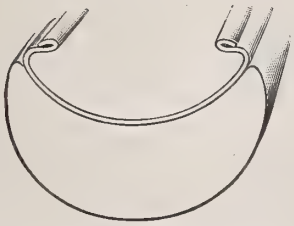
HAVERFORD CYCLE COMPANY

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945 BROAD ST., NEWARK, N. J. 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J. 763 MAIN ST., BUFFALO, N. Y.

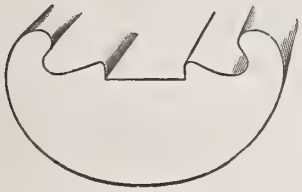
THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE

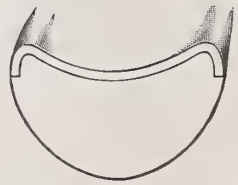
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE—ONAWAY, MICH.

PITTSFIELD

Motorcycle Spark Plugs

Upon Which You Can Depend

PLUGS that give remarkable service, upon which the utmost reliability may be placed, and which assures you freedom from the many exasperating delays and annoyances inimical with most spark plugs.

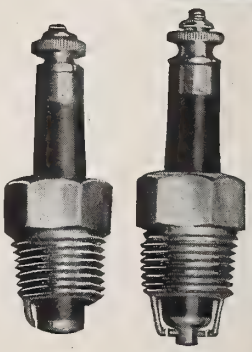
Indestructible, almost, is this Motorcycle plug; soot-proof and oil-proof, it never short circuits. Made in all the regular threads, with double and single sparking points—double for magneto, single for coil and battery. $1.25 and $1.00 respectively.

PITTSFIELD SPARK COIL CO.

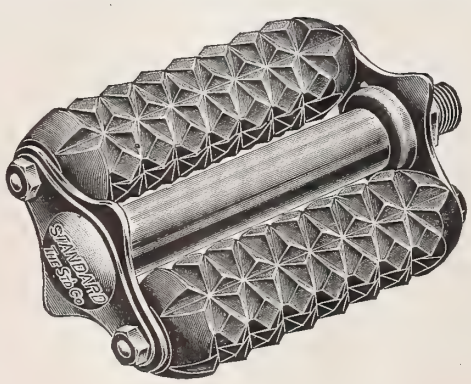
Dalton, Mass.

SALES REPRESENTATIVES—* New England States, William J. Connell, 555 Boylston St., Boston, Mass. Atlantic States, Thomas J. Wetzel, 17 W. 42d St., New York City. Central States, K. Franklin Peterson and H. V. Greenwood, Room 921, No. 122 So. Michigan Blvd., Chicago, Ill.; * Ogden W. Brown, 218 W. Lake St., Chicago, Ill. * Pacific States, Chanslor & Lyon Motor Supply Co., San Francisco and Los Angeles, Cal. * Canada, Russell Motor Car Co., West Toronto, Canada. * Full line carried.

As serviceable as the Spark Plug is the Pittsfield Motorcycle Spark Coil. Shall we send you our catalogue?



Single Pointed $1.00 Double Pointed $1.25



"Cushion saddles for the feet" is the way one man describes the jar-relieving action of the

No. 3 Standard Motorcycle Pedal

Instead of being rat-a-tat hammers on the shoe bottoms of the rider, these pedals are big, generous, soft, rubber cushions, with deep corrugations that prevent the laziest foot from slipping off. They sell for $3 per pair. Send for descriptive circulars.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS

THE STANDARD CO., Torrington, Conn.

THE FLYING MERKEL

did a few things at Toledo, O., August 13, winning 3 firsts and 1 second out of 4 events. Also best time of the day.

"The Merkel" is just as comfortable as she is speedy. Ask a rider.

Catalog "D" on request.

THE MIAMI CYCLE & MFG. CO.

Successors to

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Still Holds the World's Records - - Of Course

1 Kilometer - - - - 25 Sec.
1 Mile - - - - - 39 2-5 Sec.

Established by Mr. Collier at Brooklands, August 11th, on his 7 H. P. Matchless, Bosch-Equipped, of course.

Don't Experiment — Specify Bosch and Be Satisfied

BOSCH MAGNETO COMPANY

Bowden Wire Mechanism

1 = 2 = 3

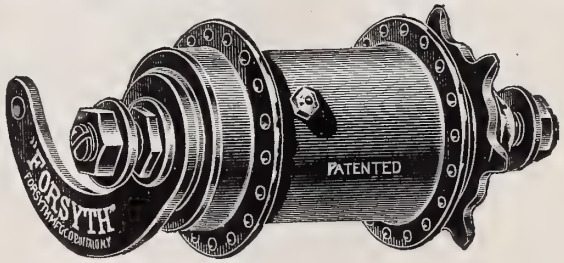
IN

English Tourist Trophy Race

The Winning Three INDIAN Motorcycles were fitted with hand brakes operated by Bowden Wire. The two brakes work on one drum—internal expansion by foot application through rods and lever, and external contraction by hand through Bowden Mechanism. Racing riders can only use the foot in straightaway courses; when turning curves they must leave their feet free for steadying on the ground, and then rely on the hand application. Experience demands two brakes on a motorcycle; hence, as stated above, it is expedient that one of these be hand operated, hence Bowden Mechanism.

J. S. BRETZ COMPANY, Sole Importers
250 West Fifty-fourth Street New York

A good dealer, like a good housekeeper, ought to keep in stock certain staple articles.



For instance

The Famous Forsyth Coaster Brake

This coaster brake has won its own way on its own merits and for years has given entire satisfaction to its users.

Forsyth Motorcycle Pedals

Made to stand up and do stand up.

Forsyth Specialties

Chain Guards and All Connections.
Brake Levers and Connections.
Brakes, Wrenches and Many Other Useful Articles.

Echo All-Ways Extension Handle Bars

Fits any stem.

FORSYTH MFG. COMPANY, Buffalo, N. Y.

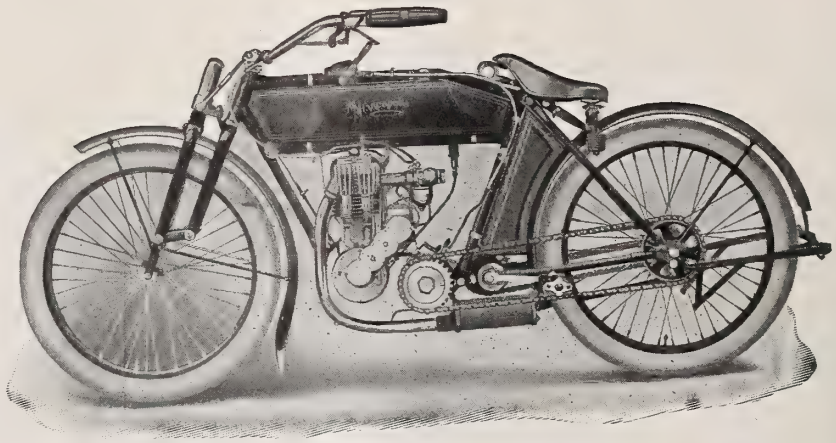
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That's the **Minneapolis**

¶ It is adapted to country roads, hills, clay roads, sand and gumbo.

¶ Allows the rider to start at full speed at a ratio of 8 to 1.

¶ The Minneapolis represents the best value on the market.



LIVE AGENTS—We have some good open territory. Write for terms.
RIDERS—Write for Catalogue.

MINNEAPOLIS MOTORCYCLE CO., 517 S. 7th Street, Minneapolis, Minn.

Diamond
MOTORCYCLE TIRES

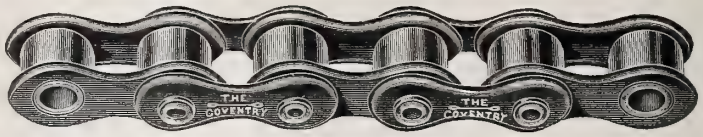


are the Strongest, Safest, Best. Corrugated tread and studded tread.

"USERS KNOW"

THE DIAMOND RUBBER CO.
Akron, Ohio

COVENTRY CHAINS
FOR MOTORCYCLES ENSURE A POSITIVE DRIVE



ELIMINATES SLIPPING—CHEAPER THAN A BELT

On account of their well known wearing and non-stretching qualities Coventry Chains are recognized as the highest art of chain construction. Large stock always on hand. Send for leaflets 34.

United States Representatives.
S. HOFFNUNG & CO., Ltd., 116 Broad St., New York

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will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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Quality and Satisfaction

Let us estimate on your requirements for

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THE MOTT WHEEL WORKS, Utica, N. Y.

BROOKLYN AGENT FOR
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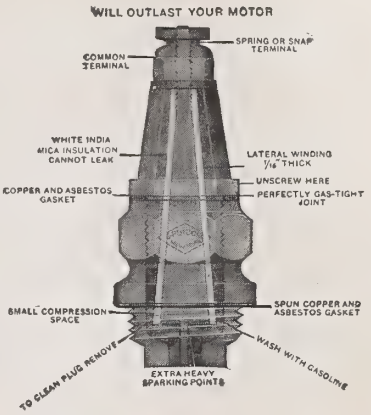
American Motorcycles
Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
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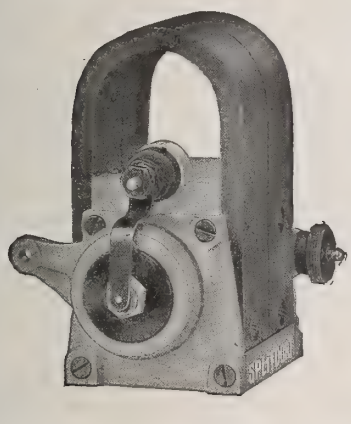
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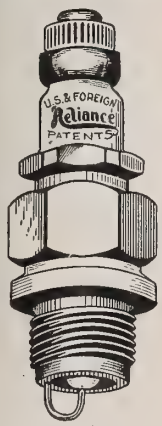
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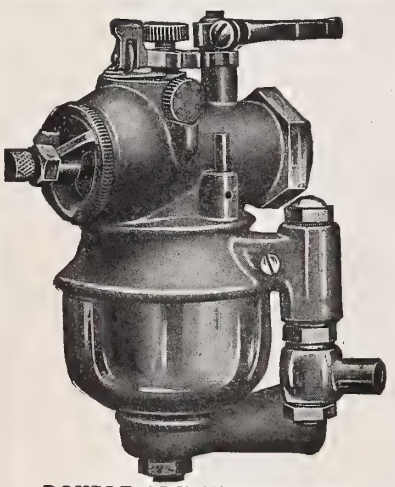
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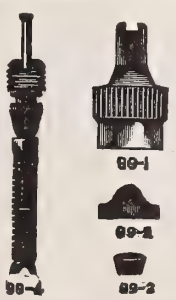
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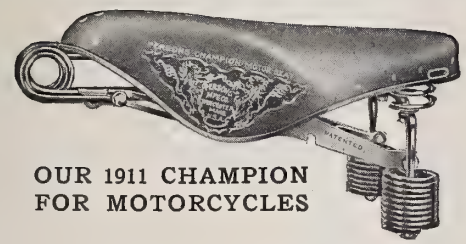
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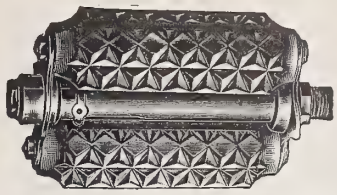
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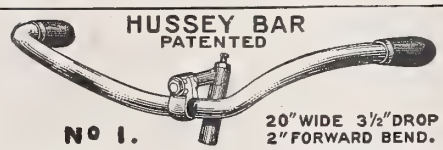
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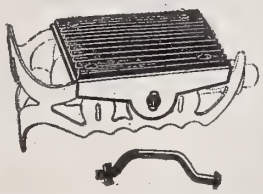
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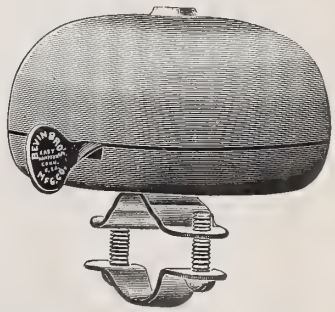
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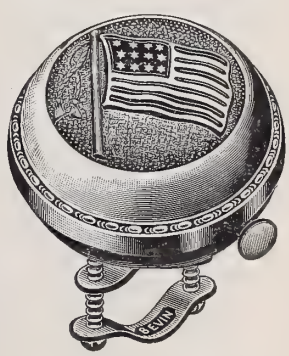
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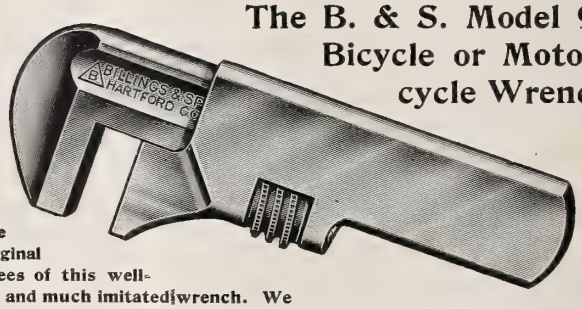
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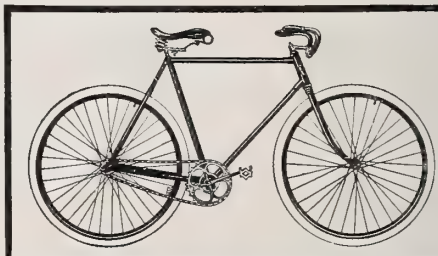


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Everywhere.

54 Service Stations in as many Different Cities have been and are still another source of satisfaction to Diamond users and to the trade this year. Every good dealer is able to supply you.

THE DIAMOND RUBBER CO.
Akron, Ohio

PIERCE

Universalmente las Mejores

Campeón de los Campeones

LOS ÚLTIMOS TRIUNFOS

La Semana de Mar del Plata

Campeón del Circuito Mar del Plata

Señor Francisco Radé con motocicleta "PIERCE" cubriendo 180 kilómetros de fuerte camino carretero en dos horas, 20 minutos, 51 segundos, ½, que dá un promedio de 81 kilómetros por hora, velocidad nunca alcanzada hasta la fecha por motocicleta alguna.

Carrera de 10 kilómetros en el Hipódromo

Primero: Señor Juan Deglacobbi, con motocicleta "PIERCE".
Segundo: Señor Enrique Roger, con motocicleta "PIERCE".
Habiendo desarrollado ambos una espléndida carrera contra sus adversarios.

Semana de Longchamps. - Febrero 6

Carrera de 12 kilómetros ganada por el Señor Enrique A. Roger, con motocicleta "PIERCE"

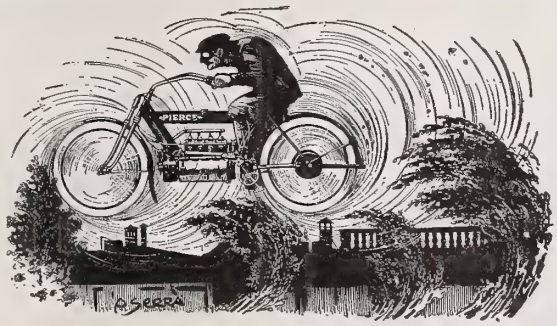
Febrero día 7. - Recordman de la hora

El Señor Enrique A. Roger con su motocicleta "PIERCE".
Habiendo desarrollado este intrépido aficionado una espléndida lucha durante una hora y en una pista que presentaba grandes dificultades para efectuar una prueba de esta naturaleza.

Exclusivos representantes para las Repúblicas del Plata

Billiet & Cia.

585 - RECONQUISTA 587 BUENOS AIRES



VENTAJAS

1° *Motor de 4 cilindros.*
2° *Sin tanque de nafta.*
3° *Sin tanque de aceite.*
4° *Sin vibración.*
5° *Con débriage.*
6° *A magneto.*
7° *Su lubrificación es automática.*
8° *Doble freno de pedal y mano sistema PIERCE.*

ES COPIA

REPUBLICA ARGENTINA
TELÉGRAFO DE LA PROVINCIA DE BUENOS AIRES

OFICINA Y APARATO *C. P. D.*
RECIBIDO DE *Mar del Plata* N.° *6821* P *24* Hora *6.51 p.m.* Prefijo
TELEGRAFISTA á las *10.30 p.m.* del día *Feb. 20/10*
TRASMITIDO POR Observaciones

N.° 17767 Prefijo
Dirijido á *Billet y Cia.*
Domicilio *Reconquista 587*
Buenos Aires

Comisión ejecutiva felicita por grandes triunfos obtenidos por marca "PIERCE" durante semana Mar del Plata

E. Roger (secretario)

N. B. — No se atenderá ningún reclamo si no se presenta este despacho. La administración no será responsable de equivocación alguna ó demora en la tramisión ó entrega de despachos. Para mayor garantía y en beneficio del público, se ruega á toda persona que reciba un telegrama poner en el recibo correspondiente, además de la firma y hora de entrega como es reglamentario, el sello de la casa si lo tuviere

Pidan CATALOGOS ILUSTRADOS y datos de nuestro sistema exclusivo de venta

A Spanish advertisement, published in Buenos Aires, where the Pierce was recently awarded the Grand Prize in the Argentina Centennial.

Pierce Motorcycles

Are Sold in 14 Foreign Countries

Everywhere they are recognized as the world's leading product. As was said in the old bicycle days: "He who rides a Pierce, has the best."

MADE IN TWO MODELS

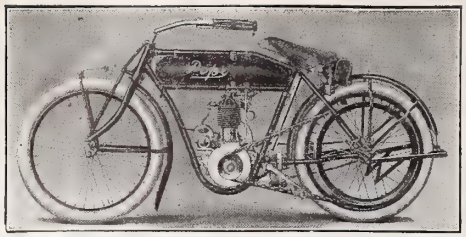
Single Cylinder and Four Cylinder

Ask for Catalog "A"

THE PIERCE CYCLE CO., Buffalo, N. Y.

Manufacturers of Celebrated Pierce Bicycles

Pacific Coast Branch, Oakland, Cal.

$175  $175

Your Motorcycle Plans for Another Year

Now is the proper time to make them. Our traveling representatives, who have recently been in conference at headquarters, will soon be out in their respective territories, with full particulars regarding the most attractive motorcycle proposition ever offered to dealers. We refer, of course, to the immensely popular

POPE Motorcycle

Realizing that Quick Sales are dependent upon prompt shipments, we can assure all dealers that the large daily output of our big plant in Westfield, Mass., enables us to fill orders without delay.

During the comparatively short time that the Pope Motorcycle has been on the market, our dealers have sold a great quantity of them. With these machines in active service, rivaling both in performance and in appearance, the most expensive motorcycles, the demand for the Pope, is increasing by leaps and bounds.

Order Your Demonstrator Now!

This is the time for dealers in unassigned territory to order their demonstrators. Give the machine a good tryout now, then you can contract intelligently for another year's allotment.

The Pope Manufacturing Co.
HARTFORD, CONN.

FISK
BICYCLE
TIRES

The New Clincher Tire Fills a Popular Demand



SECTIONAL VIEW

THE FISK CLINCHER has a very effective corrugated tread to prevent skidding and is practically puncture-proof. With each casing is supplied our Para Gum Bicycle Tube.

WRITE for descriptive booklet of the Fisk Line of Bicycle Tires—the most complete in every way.

DEALERS: Carry the Fisk Line and add to your trade and prestige. Full details upon request.

THE FISK RUBBER COMPANY
Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities

FLANDERS MOTORCYCLES

Now Begin To Talk

NIGHT LETTER TELEGRAM

Toledo, Ohio, Aug. 18th 1911.

MR. ROBERT M. BROWNSON,
President, Flanders Mfg. Co., Pontiac, Mich.

First Flanders "4" Motorcycle received, and is making big hit with all who see it and especially motorcyclists who are using other makes. They pronounce it a world beater. Closed contracts this week for over 100 machines. Advise us definitely about future deliveries. Harding County Fair next week. Congratulations on this big, beautiful and powerful machine shipped us. It will sell like wild fire.

H. W. BLEVINS,
Blevins Auto. Co.

The above is just a wire from one of those wise business men who did not wait to parley but came to Pontiac and done business with us, and he is now busy with business.

When the Flanders "4" Motorcycle appears in your town and is being sold like hot cakes at a County Fair, don't blame us for not giving you a chance, for we have started our campaign early without fear or favor to any one; also, just impress these words of Mr. Walter E. Flanders on your mind: "You can't place my name on a motorcycle, unless that motorcycle is absolutely RIGHT and it must sell for less than $200 with a magneto." You note we have the name, the magneto and the price $175, and the motorcycle is right. The man NOT selling Flanders "4" has some row to hoe.

FLANDERS MANUFACTURING CO., Pontiac, Mich.

No slip in braking or in forward driving in the

CONCAVE ATHERTON

Coaster Brake for Bicycles

In the 1911 model there are three braking surfaces, giving as much or as little braking effect as the rider chooses.

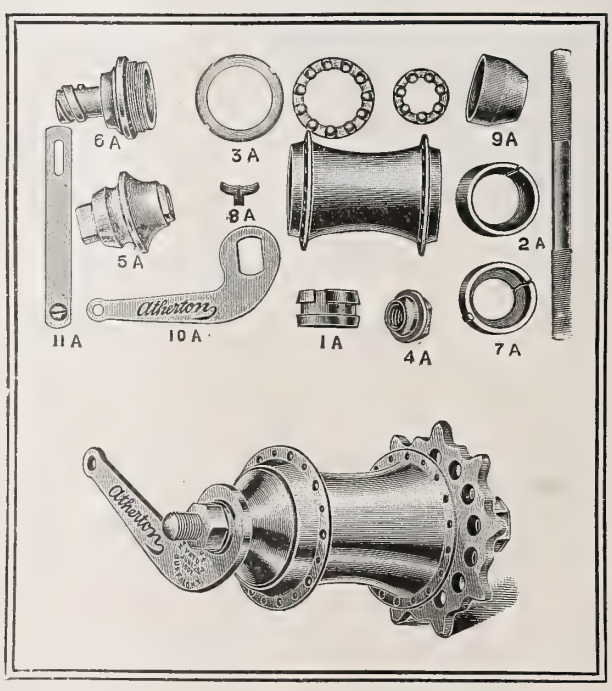
Two driving points of contact make certain that there is no possibility of slip in the forward drive.

In every Atherton coaster brake there is satisfaction for both the rider and the dealer. It is the brake that affords absolutely free coasting and perfect braking.

Get the up-to-date coaster brake while you are about it.

It stays right!

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

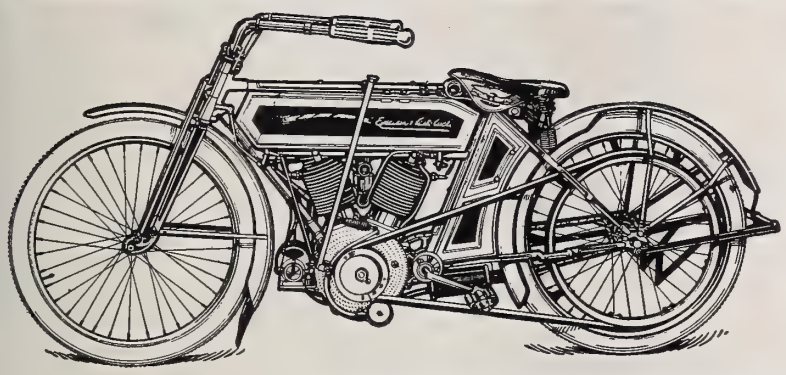


D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, New York

Licensed Coaster Brake Manufacturers

Excelsior Auto-Cycle Blazes The Way



In the motorcycle stadium at Riverview Park, Chicago, Joe Walters is riding an Excelsior Auto-Cycle to victory in nine out of ten races he enters. On August 5th he landed inside the money in every event. On August 12th he won **first place** in every event in which he was entered. Nothing like it has ever been seen before on a motorcycle track.

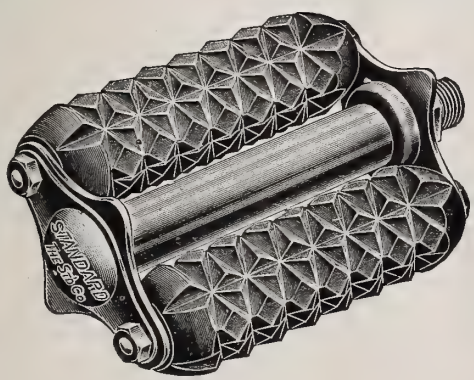
The machine he rides is the 1912 Model Excelsior you can buy at $25 to $60 lower than an Excelsior was ever sold before. Excelsior quality is the same—further economy in factory operation and our multiplied output alone makes these reductions possible.

Excelsior Twin Cylinder, Magneto Model, formerly $310 now $250
Excelsior Single Cylinder, Magneto Model, formerly $250 now $225
Excelsior Single Cylinder, Battery. Model, formerly $225 now $200
The above prices are F. O. B. Factory

EXCELSIOR SUPPLY COMPANY, 2260 Union Avenue, Chicago, Ill.

EDWARDS-CRIST MFG. CO., Chicago Agts., 1404-6 Michigan Ave., and 1150 W. Jackson Blvd.; W. H. WHITESELL, Pacific Coast Distributor, 628 S. Spring St., Los Angeles, Calif.; STANLEY T. KELLOGG, Eastern Distributor, 169 Beechwood Ave., Bridgeport, Conn.; MEAD AUTO-CYCLE CO., Western Distributors, 1374-6 Broadway, Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY



"Cushion saddles for the feet" is the way one man describes the jar-relieving action of the

No. 3 Standard Motorcycle Pedal

Instead of being rat-a-tat hammers on the shoe bottoms of the rider, these pedals are big, generous, soft, rubber cushions, with deep corrugations that prevent the laziest foot from slipping off. They sell for $3 per pair. Send for descriptive circulars.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS

THE STANDARD CO., Torrington, Conn.

KELLY-RACINE

Twin Cylinder Motorcycle Tire

HAS MADE THE BIGGEST KIND OF A HIT!



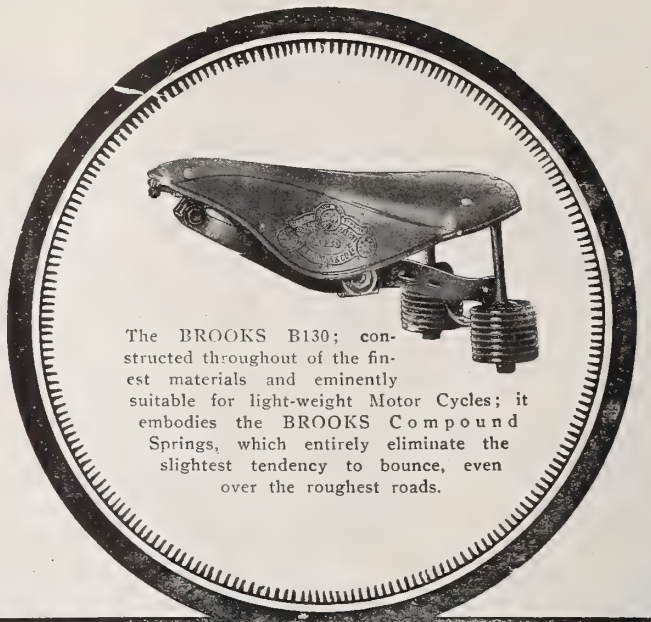
Heavy Duty **Long Service**

Absolutety Non-Skid

Recognized instantly for what it is—"the daddy of all motorcycle tires"—the response has been instantaneous and confirms our confidence in the judgment of trade and riders. For the first time the motorcyclist now has at his command a tire equal in every respect to the finest motor car tire made and superior to most.

The Kelly-Racine Twin Cylinder Motorcycle Tire has "caught on" and will hold on by its ability to withstand heavy duty and long service.

KELLY-RACINE RUBBER COMPANY
Racine, Wis.



The BROOKS B130; constructed throughout of the finest materials and eminently suitable for light-weight Motor Cycles; it embodies the BROOKS Compound Springs, which entirely eliminate the slightest tendency to bounce, even over the roughest roads.

Simplify the Sale—

See that the Saddle fitted to every Motor Bicycle you offer is such as will help—not hinder you!

We know that the saddle alone can never sell the bicycle, but—we know also that the undoubted superiority of the

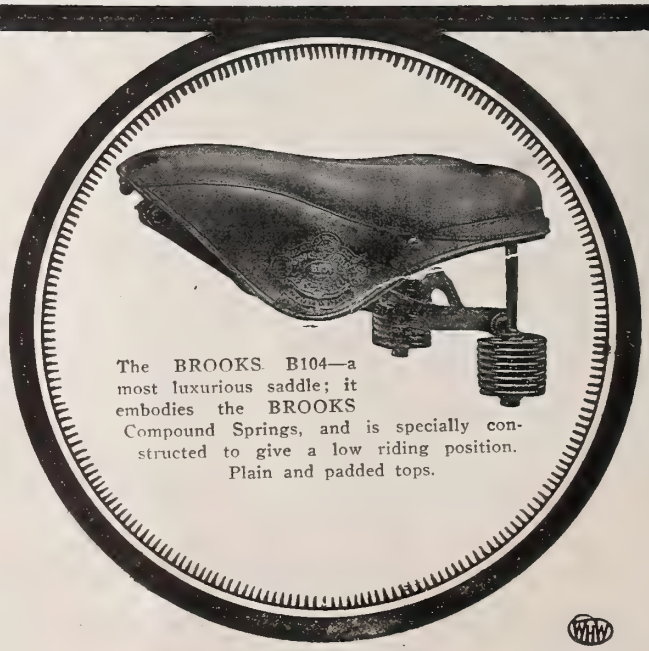
BROOKS—

the original and only genuine Compound-Spring Saddle—

will prove a greater aid than any other.

Remember, this is the only saddle that can embody that exclusive feature, the BROOKS Compound-spring, and hence—the only saddle that can yield real comfort to the rider, and make the roughest road vibrationless.

J. B. BROOKS & CO., Ltd., 73 Criterion Works, Birmingham, Eng.

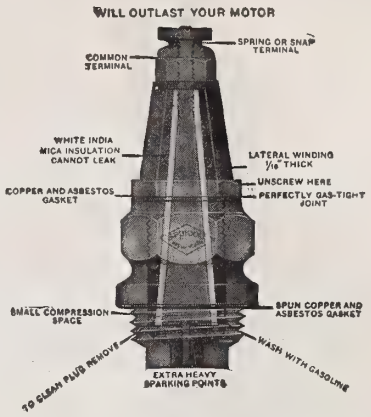


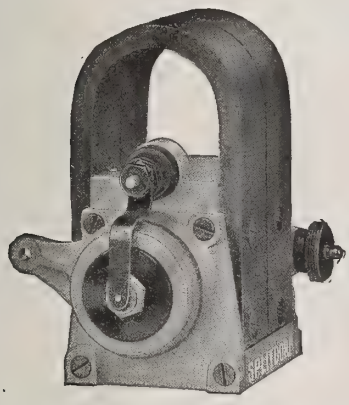
The BROOKS B104—a most luxurious saddle; it embodies the BROOKS Compound Springs, and is specially constructed to give a low riding position. Plain and padded tops.

More Sweeping Victories for
Splitdorf Motorcycle Plugs

Sixteen out of eighteen bitterly contested events at the Riverview Track, Chicago, July 29-30, won by motorcycles equipped with SPLITDORF Plugs.

Could there be a better argument than the fact that the crack riders and leading makers use SPLITDORF Plugs?





Splitdorf Motorcycle Magneto

Gives the same Perfect Ignition which has made the SPLITDORF product famous everywhere.

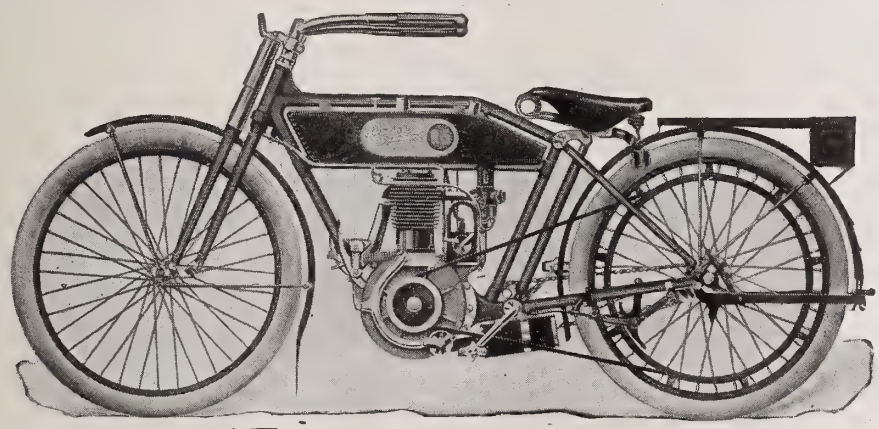
If you want satisfactory service every day specify SPLITDORF Magneto and Plugs for your mount.

C. F. SPLITDORF

Branch, 1679 Broadway — Walton Ave. and 138th St., NEW YORK

The Qualities That Make a Winner

are derived only from correct design, perfect material and skilled workmanship. The very best of them is embodied in



The Reading-Standard

Comfort, Safety and Satisfaction

are assured by our combination of shock absorbing seat post and the most elastic spring fork ever made, adjustable foot rests and low saddle position, double brake system, two distinct oiling systems, perfect balance and steering qualities, ball bearing motor and other exclusive features.

The Highest Quality at the Right Price

WRITE TODAY FOR NEW CATALOG AND OPEN TERRITORY.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

De Rosier on BLUE STREAKS Breaks Other World's Records in England



Jake De Rosier

John Bull Takes Off His Hat a Second Time to Jake De Rosier, the Invincible Defender of the World's Champion Motorcycle Records.

On August 4th, De Rosier, on the Brooklands track, tore off a mile in 40 4-5 seconds and at the same time made a new kilometer record, riding the distance in 25 1-5 seconds, the fastest kilometer ever ridden in England, or any other country.

This is but another interesting evidence of Blue Streak superiority—a superiority being proved not only in foreign countries but in our own country where **Goodyear Blue Streak Racing Tires** and **Goodyear Stock Motorcycle Tires** are sweeping everything before them.

Real Quality — That is Why

You can expect the same satisfactory results from any one of the Goodyear Quintette of Motorcycle tires. Each of the five tires is built for a certain road condition and each is built by the world's greatest automobile tire experts. Yet they cost no more than other standard tires.

Speediest Tires

You get more speed **out** of the Goodyear Tires because there is more resiliency **in** them. That's because the larger the tire is, the greater the cushioning effect, and the Goodyear Motorcycle Tire is built larger than most other makes of same rated size.

Most Enduring Tires

You get more wear out of them because the treads are both tougher and thicker than found on any other tire. Not a mere **claim,** but a demonstrable fact proved to the satisfaction of the most skeptical by a test in which our tread is compared with the tread of every other make. If ours isn't toughest, doesn't wear longest, it never reaches the market.

Best Materials Used

Goodyear Motorcycle tires are made of the finest grade New Para Rubber **properly compounded.** The fabric used is the toughest in existence and the plies are so thoroughly rubber coated that internal friction is practically done away with.

In Blue Streaks, the fabric is different than found in other racing tires. Instead of the usual **cross thread** weave, the fabric is all warp-thread, all run parallel. By laying one ply over another **at a certain angle** a degree of resiliency and strength is obtained that is found in no other motorcycle tire manufactured.

And this **resiliency**—the quality by which a tire absorbs road irregularities instead of forcing the engine to lift the load over them—is one of the underlying elements that have contributed so generously to Blue Streak Victories.

Goodyear Tires **stay on.** They are bound to the rim by beads, moulded, shaped and cured on exact duplicate of your own rim. They can't help fitting. They cling to the rim-clinch in a grip that can never **give** nor **let go.**

GOODYEAR

Blue Streak Racing Tires
Stock Motorcycle Tires

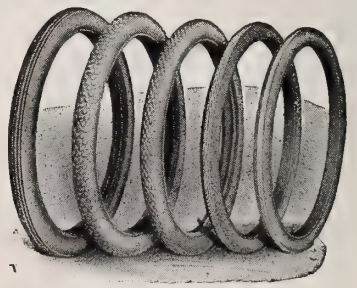
Use One of These Five Great Motorcycle Tires:

1. Goodyear Corrugated Tread Tires For the average give-and-take road.

2. Goodyear Non-Skid Tires—For city use when pavements are often slippery and dangerous.

3. Goodyear Studded Tread Tires—For mud, sand, snow and ice travel. Great for endurance runs—mud can't gather on tread.

4 and 5. Goodyear Blue Streak Racing Tires.



The Goodyear Quintette

Send for "Tires of Old War Horse" The most interesting booklet ever written about motorcycle tires. Grips interest to the end. Also safeguards you against tire loss. Write for it tonight.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 of the Principal Cities (290) *We Make All Sorts of Rubber Tires*

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, August 26, 1911. No. 23

RELIANCE FILES SCHEDULE

Liabilities Amount to $76,361.49 with Assets Stated as $54,652.84—Patten Selected as Trustee by Creditors.

Schedules of liabilities and assets of the Reliance Motorcycle Co., of Owego, N. Y., which recently went into bankruptcy, have been filed with Referee in Bankruptcy Baker, of that town. The company's total liabilities are $76,361.49, while the assets are given as $54,652.84. Among the liabilities is the government fine imposed on the concern for its failure to file its statement with the United States Internal Revenue office, as provided by the corporation law. The maximum penalty for this violation is $1,000. Claim for wages due employes amounts to $1,671.14. These claims have been assigned to David Bandler, of New York City, who represents the financial interests which recently came into the company.

Secured creditors claims amount to $6,610.57, chief among which is a first mortgage of $5,000 on the company's real property which is held by the Tioga National Bank of Owego. Unsecured claims total $66,930.35, and mostly are for small amounts. The company owns a four acre plot on which its plant is located, the value of the whole being $13,000. The $5,000 mortgage is placed on this property. Stock on hand, suitable for use, is valued at $23,052.37; machinery and equipment, $17,719.96; office fixtures, $880.50, and insurance policies on the property, $43,975.

At a meeting of the creditors, held at Owego on the 22nd inst., H. T. Patton, secretary of the company, was elected trustee. General discussion of the company's affairs ensued, but no important action was taken.

Commission to Investigate High Rates.

Washington, D. C.—An important complaint has been filed with the Interstate Commerce Commission by the Architects & Engineers' Supply Company, and the Elder Mercantile Company, dealers in motorcycles, at Kansas City, Mo., and Ottawa, Kan., respectively, against the following roads: The Atchison, Topeka & Santa Fe Railway Company; the Missouri Pacific Railway Company; the Chicago & Alton Railroad Company; the Chicago, Rock Island & Pacific Railway Company; the Chicago, Burlington & Quincy Railroad Company; the Chicago, Milwaukee & St. Paul Railway Company, and the Wabash Railroad Company.

In the course of their business of buying and selling motorcycles and their accessories they have received shipments from Brockton and Springfield, Mass., and Toledo, Ohio, for which the rates charged were $2.08½ and $1.96½, respectively. It is claimed that these rates are unreasonable and place the complainants at a great disadvantage in the marketing of their goods.

Fort Lee Test Sells Excelsior Twin.

T. J. Sixsmith, New York agent for the Excelsior, has sold a twin to the Hudson County (N. J.) Police Department, as the result of a hill climb test between three machines of different make, on Fort Lee hill, on Saturday, 12th inst. When the department decided to add another machine to its fleet, it selected a hill test as a means of picking the machine it would buy and then notified the dealers to trot out their wares. J. J. Cox rode the Excelsior, and won all of the three trials on the hill. An unusually large crowd was present.

CHANGES IN MIAMI STAFF

Adams Selected as Coast Representative to Succeed Ash, Who Will Take Charge of Jobbing Department.

Announcement comes from Middletown, Ohio, of several changes in the personnel and make up of the selling staff of the Miami Cycle and Manufacturing Co. They have secured the services of Mr. E. W. Adams, the well-known Pacific Coast representative, formerly with the Baker & Hamilton Co., extensive jobbers and manufacturers' representatives of San Francisco. Mr. Adams will succeed Mr. James W. Ash in handling the affairs of the Miami company in that territory.

Mr. James W. Ash, for many years their Pacific Coast man, will continue on the selling staff, but in quite a different capacity. Mr. Ash returns to the factory and will assume entire charge of the jobbing department for all territory east of Denver.

Another change in the Coast business of the company that will undoubtedly be of mutual benefit, and in fact already shows indications of a large increase of business for next season, is the appointment of the Appeal Manufacturing and Jobbing Co., of Los Angeles, as distributors of the Merkel motorcycle for 1912, their territory to include the entire state of California, superseding the previous dual representation.

All the stock and machinery of the Flying Merkel plant has been shipped and much of the latter has been placed in position, as all the machine tools were tagged and numbered to correspond with blue prints showing their original relative positions. The final chapter in the closing of the

Merkel-Light Motor Co., of Pottstown, and the absorption of its business by the Miami Cycle and Manufacturing Co., was written when announcements were sent out to the trade on August 21st that in the future all mail shauld be addressed the latter company at Middletown, Ohio.

Louisville Dealers on Visits to Factories.

E. M. Hughes, of Louisville, Ky., a prominent motorcyclist of that city, and ex-vice-president of the old Southern F. A. M. District, is making his annual visit to the Indian factory in Springfield, Mass. Peter Kline, of the same city, who has the Harley-Davidson agency, also is on his way to Milwaukee to see what the new Harley-Davidsons will be like. He is making the trip on one of "the silent gray fellows," of course.

New Britain Police Needs New Machine.

There is a chance for a wide awake motorcycle dealer to sell a motorcycle to the police department of New Britain, Conn. The machine which has been in service was smashed recently, but it had proved itself so necessary in covering big territory that the board of public safety will have to replace it soon.

Chinese Dealer Wants Bicycle Catalogs.

A party in China has informed an American consul that he desires catalogs, etc., from American manufacturers of bicycles, as he expects to do some business in this line in the near future. The address may be obtained from the Bureau of Manufactures, Washington, D. C., on referring to file number 7043.

Excelsiors in New Savannah Home.

The Balfour Hardware Co., Savannah, Ga., agents for the Harley-Davidson and Excelsior motorcycles, has given up its old quarters at 19 Broughton street, West. Its new home is at 110 Broughton street, West.

Thompson Takes a Broadway Store.

L. W. Thompson, Louisville, Ky., agent for Merkel and Yale motorcycles, has changed his address to Broadway and Brook street. He formerly was located at 609 South Fourth street.

Have 32,410 Thor Motors in Use.

According to Sales Manager H. T. Roberts, of the Aurora Automatic Machinery Co., there are at present 32,410 motorcycles equipped with Thor motors in use.

Ball Bearing Motor in Merkel Bulletin.

The latest Merkel bulletin containing one of the rough and ready talks by "A Live Wire" dealer is out. This time he declaims of the features of the ball bearing motor.

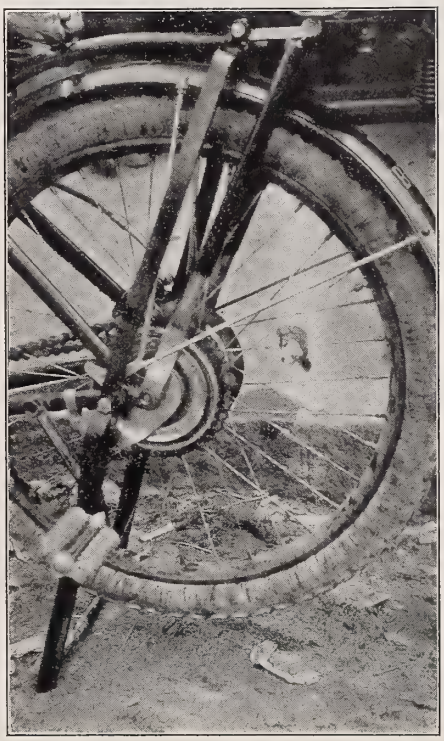
Twyman Will Sell Flanders in Ohio.

The Twyman Motor Car Co. has recently opened a store at 264 North Fourth street, Columbus, and have secured the Central Ohio agency for the Flanders 4.

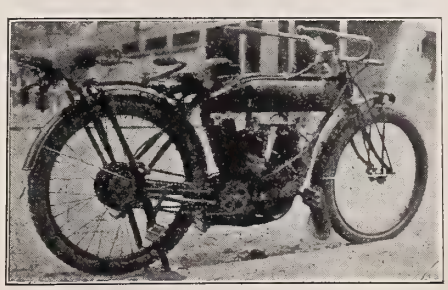
SWENSON DESIGNS TANDEM SEAT

Providence Dealer Substitutes Spirngs for Rigid Attachment—Tubes Telescope and Saddle is Set Far Back.

Providence, R. I., has considerable Belgian block pavement, which is not conducive to enjoyment of motorcycling by a person who happens to occupy the seat on a rigid tandem attachment. Believing that



the occupant of a tandem seat is entitled to as much comfort as the operator of a motorcycle, B. A. Swenson, the leading local dealer, did a little thinking and then set to work to put his thoughts into tangible



shape. The result was a spring tandem attachment, shown in the accompanying illustration, which is making a great hit with all who have tried it. The device is of compound type, having rigid and compensating members. The rider's weight is carried on a telescoping member, the pair of springs being concealed in telescoping tubes. As the moving member is hung by links at its upper end it had a gradual retreating action similar to a disappearing gun. The handlebars are adjustable, and the tandem saddle is set well back, allowing plenty of leg room for the rear passenger.

Buffalo Meet in U. S. Tire Booklet.

Quite the very best substitute to be obtained by those stay-at-home motorcyclists who have been kicking themselves since they have learned what a good time they missed by not "taking in" the F. A. M. meet at Buffalo, is to read a copy of "The Big Doings at Buffalo," a handsome souvenir booklet issued by the United States Tire Co., New York City, describing the Eastern and Western tours and the races at Buffalo. Dressed in a panorama cover showing motorcyclists grouped on the McKinley Monument at Buffalo, and containing 32 pages of illustrations, humorous sketches and a breezy and intensely human interest story of the tours as seen from both of the United States Tire cars, the booklet is certain to be one of the most prized souvenirs ever issued in connection with an F. A. M. meet.

Smith Dies at New Britain Home.

Theodore E. Smith, treasurer of the Corbin Screw Corporation, died at his home, 176 Lake street, New Britain, Conn., on Saturday, 19th inst., after a lingering illness. Mr. Smith was 69 years old, a native of New York. He began his business career when 16 years old, and entered the New York office of Russell & Erwin. He went to New Britain in 1873 and became secretary of the company, and at the time of the Russell & Erwin merger into the American Hardware Corporation he became identified with the Corbin Screw Corporation and was elected treasurer of the company. The funeral services were held on Monday afternoon.

"Drummers" Association to be Formed.

Robert S. Morton, traveling representative for the Reading Standard Company, is promoting the organization of an association for traveling men engaged in the motorcycle line. One of its main objects will be to stop the present mutual practice of knocking competitors' machines. An information bureau will be established through which sales managers and traveling salesmen will be informed as to agency activities. A nominal due will be collected, just enough to pay for correspondence, and for dinners during the national meet, and the New York Automobile Show.

Fire Destroys Big German Factory.

The Opel Sewing Machine and Bicycle Works, on the lower Main, at Russelheim, Germany, were destroyed by fire on the night of the 19th inst. Two persons perished in the flames. The loss is estimated at between $1,000,000 and $1,250,000.

Rheutan No Longer With Minneapolis.

W. E. Rheutan, for some time sales manager of the Minneapolis Motorcycle Co., Minneapolis, Minn., is no longer connected with that company in that capacity.


Objective Points
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H. Merrick



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New Britain, Connecticut

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Founded 1877

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NEW YORK, AUGUST 26, 1911.

Cyclists Aroused to Action.

"It's an ill wind that blows nobody good," and so it has proven with the cyclists of Greater New York. When it came to light that the suggestion had been made to take away one of the cycle paths to Coney Island, an investigation was immediately started and the disgraceful and dangerous conditions on that path were found. These conditions are enough in themselves, outside of all possibility of the paths being further destroyed, to rouse the lovers of the wheel to prompt and decisive action. At Twenty-second avenue and Ocean Boulevard, where the speedway begins, the automobilists going in both directions are forced to cross the cycle path. The photographs shown on another page were taken at that point on Monday afternoon and tell so much in themselves that words are unnecessary. A few weeks ago a boy riding a bicycle down the path, was struck by an automobile and his head was split open to such an extent that 32 stitches were necessary. The great majority of the riders in the daytime are boys and girls, and cycling is by far the very best exercise for them. To-day that path, which the Brooklyn cyclists paid to have surfaced, is absolutely unsafe. The pictures taken there on Monday afternoon should be shown to the parents of every boy or girl who rides a wheel, and in this way they would be aroused to demand that this unnecessary risking of the lives of the children of our city be stopped and stopped at once. If one of the paths is taken away the conditions will be far worse, for that will necessitate bicyclists and motorcyclists to go in both directions on the one path. If the cyclists allow this path to be taken away now, they can rest assured that they will never get it back again, in spite of the constantly growing number of riders.

On last Monday afternoon there was another danger added unnecessarily to the path, and one that calls for an explanation from whoever is responsible. At two different points several tons of coal had been dumped directly on the path, leaving only about a foot or foot and a half for the cyclists to pass. At another point building material was spread all over the path. In the evening the hose that had been used at this point has caused water to lie on the path several inches deep, making it absolutely impossible for cycle riders to use the path. This path is under the jurisdiction of the Commissioner of Parks, and it is time that he knew of the true conditions existing and acted upon them.

Another thing that was brought to light was the fact that some one in authority has already done away with or destroyed the Eastern Parkway cycle path by putting in curb stones at street crossings. Who is responsible for this is not known at this time, but this fact simply goes to prove what might have happened to the Coney Island path had not the cyclists heard of it in time to put a stop to it. That the cyclists of Greater New York are just as much awake as they ever were was amply proven on Wednesday evening at the meeting held to arrange for action to protect the path. If the enthusiasm shown at that meeting can be taken as a barometer of what the parade will be on the afternoon of Labor Day, that parade will beat all records. There were no words wasted; the bull was taken by the horns, everyone present was willing to get on the job; an organization was perfected; money was pledged for its support and officers were elected. We must reiterate, however, what was said in these columns a week ago. The parade to be effective must be an orderly, well attired affair and the riders who really have the spirit of the thing at heart and the interests of all will see to it that it is so. There are few times when cyclists are out for show, but this is one of them. A military man is supposed at all times to do as he is told, and on this day all of the men in charge will have the best interests of all concerned at heart, and if every rider will simply follow out instructions, even if they should conflict with his individual opinion, a showing of military discipline will result, and with it the object will be attained. Get together, cyclists. Work shoulder to shoulder for the benefit of all and let every one in and around New York know full well that neither cycling nor all the cyclists are dead, but that both are very much alive and the riders do not intend to be walked over, for some time to come.

It was necessary to send Jake DeRosier to England to convince the doubting Britishers that our twins were really as fast as we had claimed them to be. Very likely it now will be necessary to send Shorty Matthews across to the land of roast beef and ale to also prove to the Englishmen that his single is capable of attaining a speed of 75 miles an hour. Despite the well founded facts that Matthews attained this speed in a recent race, "The Motor Cycle," an English trade journal, has the gravest doubts of such a performance. We suppose that they will have "to be shown" once more, before they really get over the notion that "it's in the air." If those doubting Britishers only realized how impossible it is to fake motorcycle times or speeds in this country under present conditions they might be more credulous of our accomplishments.

It is an open secret that short measure in the sale of gasoline and oil is a practice at not a few garages, and it is well for motorcyclists who have occasion to patronize garages for fuel to satisfy themselves as far as possible that they are getting full measure. This is one of the advantages of a tank gauge, for it always indicates when a short measure is used. A motorcyclist whose gasoline tank holds two gallons recently went into a garage and ordered his tank filled. When he came to settle he was charged for 2½ gallons, and even then he found that the tank was not full. He of course had to pay and take his medicine.

Coming Events



August 27, Denver, Colo.—Motorcycle races at Tuileries motordrome; open.

August 27, Terre Haute, Ind.—Terre Haute Motorcycle Club's 100-mile race; open.

August 30-September 4, Port Richmond, N. Y.—Staten Island Motorcycle Club's races on fair grounds, half-mile track; open.

August 30-31-Sept. 1, Sardinia, O.—Motorcycle races on half mile dirt track; open.

September 2, Akron, Ohio—Akron Motorcycle Club's race meet; open.

September 2-4, Chicago, Ill.—Motorcycle races at Hawthorne track; auspices of Packers' Business Agents' Association.

September 3, Hicksville, L. I.—Hicksville Athletic Club's cycling carnival.

September 3, San Jose, Cal.—Motorcycle races at Driving Park; open.

September 3-4, Charleston, S. C.—Motorcycle races at Isle of Palms.

September 4, Janesville, Wis.—Motorcycle races on mile dirt track.

September 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

September 4, Marion, Ind.—Marion Motorcycle Club's race meet; open.

September 4, Canton, Ohio—Canton Motorcycle Club's race meet; open.

September 4, La Salle, Ill.—Illinois Valley Motorcycle Club's race meet; open.

September 4, Cedar Rapids, Ia.—Cedar Rapids Motorcycle Club's race meet; open.

September 4, Long Branch, N. J.—Motorcycle time trials.

September 4, Los Angeles, Cal.—Los Angeles Motorcycle Club's racemeet.

September 4, Providence, R. I.—Motorcycle races at Hills Grove track; open.

September 4, Chicago, Ill.—North Shore Motorcycle Club's race meet at Hawthorne track; open.

September 4, Cortland, N. Y.—Cortland Motorcycle Club's racemeet on half-mile dirt track.

September 4, Springfield, O.—Springfield Motorcycle Club's race meet at Fair Grounds track.

September 4, Terre Haute, Ind.—Terre Haute Motorcycle Club's race meet on half mile dirt track.

September 4, Toledo, O.—Toledo Bicycle Dealers' second annual 25-mile bicycle handicap road race; open.

September 4, Lima, O.—Allen County Agricultural Society's motorcycle races at county fair grounds; half-mile dirt track.

September 4, St. Louis, Mo.—St. Louis Motorcycle Club's 200 mile road race to Hannibal and return; open.

September 4, Newark, N. J.—New Jersey Motorcycle Club's 12 hour endurance run to Atlantic City and return.

September 4, Troy, N. Y.—Motorcycle races at Rensselaer Park, half mile dirt track; auspices Central Federation of Labor.

September 4, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's racemeet at Hudson River Driving Park; mile dirt track.

September 4, Chicago, Ill.—Riverview Stadium Motordrome Co.'s race meet on Riverview Stadium; one-third mile board track.

September 4-5, Toledo, O.—Toledo Motorcycle Club's sociability run to Cleveland and return; 241 miles.

September 4-5-6, Norwich, Conn.—Motorcycle races at fair grounds.

September 8-9-10, Chicago, Ill.—F. A. M. Lake District second western endurance run, 600 miles; open.

September 10, Newark, N. J.—New Jersey Motorcycle Club's opening meet at Olympic Park.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 15-16-17, Minneapolis, Minn.—Minneapolis Motorcycle Club's second annual endurance run.

September 16, Westfield, N. J.—Motorcycle races at Fair Acres Driving Park.

September 17, Oshkosh, Wis.—Oshkosh Motorcycle Club's race meet on half mile dirt track; open.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.

Sept. 25, Detroit, Mich.—Race meet.

September 25, Detroit, Mich.—The Motorcycle Club of the Detroit Wheelmen's racemeet on mile dirt track.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section second week.

CORRESPONDENCE

"Shorty" Claims Single Cylinder Record.

Editor of the Bicycling World and Motorcycle Review:

Having read the article in your issue of August 12 regarding the record which I recently established on the motordrome at Chicago on a single cylinder Thor IV, will say that I do not claim the world's record, but wish to state that this was the fastest time ever made on any single cylinder 30.50 machine. I further am ready to compete against any 30.50 machine made, and even though the F. A. M. does not acknowledge the record made by single cylinder machines this does not bar it from being a record. Wish to state further that the time of 4:11⅕ for five miles is the fastest time ever made in competition by a 30.50 machine.

SHORTY MATTHEWS.

Chicago, Ill.

(In a letter dated July 31 Sales Manager Roberts of the Aurora Company said: " . . . . Shorty recently broke the world's record for single cylinders on this machine, covering five miles in 4:11⅕. The old record was 4:28. . . . ." If this statement is not equivalent to claiming a world's record we are at a loss how else to construe it. In the first place there are no such things as "world's records" in motorcycle competition because no record ever made has been accepted by any governing body outside the country in which it was made. Furthermore, why attempt to claim a record for a performance which, however noteworthy it may have been, was not, by the very circumstances under which it was accomplished, even entitled to consideration for possible acceptance as a record. We do not begrudge Matthews all credit to which he is entitled for his work, but it is these snap judgment claims of records which have made the whole world skeptical of all American motorcycle records and so loath to believe any of them true.—Editor.)

ASKS FOR F. A. M. FRANCHISE

Riverview Stadium Wants Exclusixe Privileges for Racing in Chicago—Offers Share of Profits.

Franchise privileges for motordrome tracks, to prevent any dissatisfied or speculative persons coming to town and building opposition tracks, and quite likely ruining motorcycle racing in that town, is the latest proposition which is being discussed in motorcycle racing circles. When a miner makes a "strike" there always is a rush to the spot to stake out claims by the "get-rich-quick" crowd, and it is the same way with any other enterprise. When motor car building became fairly well standardized, and parts could be had easily, many machine shops rushed into the business of building cars, all fondly believing that "there were millions in it."

Now that the coin is fairly rolling in in giant waves, to the lucky owners of the Riverview stadium, Chicago, it is said that they are taking steps to protect themselves from competition, through the possible building of another local track, by negotiating with the F. A. M. for the local franchise. It undoubtedly would be a comparatively easy matter for a live sporting man familiar with motorcycle racing to interest new capital in another track in Chicago, if the figures relative to the crowds at Riverview properly were presented.

It is to guard against such a possibility that the Riverview management is said to be taking steps. It undoubtedly would be harmful to motorcycle racing and to both tracks to have another track in Chicago, for the riders would play one track against another and general chaos and poor racing would result. The experiment of two tracks as tried at Denver shows that the innovation should not be repeated elsewhere. Of course no one with an atom of business sense would put money into an outlaw track, and with only one track granted a local franchise, outside competition would be effectually strangled.

It is said that the Riverview management has offered the F. A. M. two per cent of the net proceeds of all races, in return for a local franchise. This revenue would be based on the net income of the track, less expenses, but the latter would not include officers' salaries, which would prevent possible padding to reduce the F. A. M.'s share of the revenue. This offer looks good, it must be admitted, as at the present time the Riverview track is making more money than any motorcycle track in the country ever has done, and promises to continue attracting big crowds indefinitely. With big attendances, naturally the F. A. M.'s share on a two per cent basis would be quite handsome in the course of a year.

Good authority has it that such a proposition was made to the chairman of the F. A. M. competition committee, and that he has referred it to the board of directors for consideration and action. The chairman is said to be favorably disposed toward the granting of a franchise on the terms suggested, and offers the further suggestion that such revenue be turned over first to the legal action committee for its use. Should the legal action committee not be in immediate need for such funds, it is suggested that they be made available for the hotel and good roads, the transportation and facilities or such other committees that may be able to use them to greatest advantage.

Colburn New F. A. M. Vice-President.

Through President G. H. Hamilton, the Board of Directors of the F. A. M. announces the appointment of Robert H. Colburn, 8 N. Forsythe street, Atlanta, Ga., as vice-president of the Peninsula District. Colburn succeeds J. Boyd Anderson, of Elizabeth City, N. C., resigned.

President Hamilton also announces the following committee appointments, the most important of which is the reappointment of J. P. Thornley, of New York, as chairman of the competition committee. There had been rumors that some one more acceptable to certain interests was slated for this immportant office. The committees are composed of the following: Highway Improvements—Howard A. French, Baltimore, Md., chairman; F. I. Willis, Indianapolis, Ind.; R. S. Morton, Brooklyn, N. Y.; C. L. Elyea, Atlanta, Ga.; Charles Fuller Gates, Los Angeles, Cal. Tours and Hotels—Winfield Graham, Buffalo, N. Y., chairman; E. L. Buffington, Providence, R. I.; W. G. Collins, San Francisco, Cal.; E. L. Ovington, Newton Highlands, Mass., J. B. Trossel, Detroit, Mich. Legal Action—J. Leo Sauer, New York City, chairman; Jesse L. Campbell, Dayton, Ohio; F. B. Hart, Reading, Pa.; H. T. Roberts, Chicago, Ill.; W. F. Mann, Boston, Mass. Membership—E. M. Estabrook, Bango., Me., chairman; W. F. Hapgood, Springfield, Mass., J. L. Berger, Chicago, Ill.; J. A. Hall, New York City; E. M. Jackson, Middletown, Ohio. Transportation and Facilities—E. L. Buffington, Providence, R. I., chairman; W. W. Collins, San Francisco, Cal.; E. L. Ovington, Newton Highlands, Mass.; J. B. Trossel, Detroit, Mich.; Winfield Graham, Buffalo, N. Y. Competition—J. P. Thornley, New York City, chairman; A. H. Bartsch, New York City; L. J. Leonard, Chicago, Ill.; L. Bamberger, San Francisco, Cal.; F. B. Hart, Reading, Pa. Press—F. I. Willis, Indianapolis, Ind., chairman; Guernsey Van Riper, Indianapolis, Ind.; A. B. Coffman, Toledo, Ohio; R. D. Webster, Elmira, N. Y.; W. O. Seelye, New York City.

Daily Races Planned for Norwich Fair.

One motorcycle race will be run each day during the county fair at Norwich, Conn, on September 4-5-6. The Norwich Motorcycle Club will have charge of the events.

ELEVEN PERFECT ON SWENSON RUN

Second Instalment of Providence Club Run Proves Easy Going—Final Section to Be More Severe.

Eleven perfect scores in a field of thirteen starters was the fine showing made by the contestants in the second Swenson trophy run of the Providence (R. I.) Motorcycle Club, on Sunday, 20th inst. Several of those who competed in the first run stayed out of the second, or the perfect score division might have been larger. There now are ten riders, all on Indians, who have made perfect scores in both runs and are tied for the trophy. In the final run of the series, however, conditions will be made sufficiently severe to break the ties it is hoped.

Those who finished perfect on Sunday were the following: Sidney Higgins, John Kay, B. A. Swenson, C. H. Westcott, A. Anderson, A. Carlson, E. G. Luther, Charles Rayhill, Joseph Leddy, A. R. Magee and A. V. Howe, all on Indians. Morris Ross, Indian, lost 30 points, and G. Fleurant, Indian, lost 714 points due to tire trouble.

Checking stations were established at Providence going out, Fall River, New Bedford, Taunton, Brockton, Boston, Wrentham and Providence, returning. Leaving Providence the route was through Rehoboth and Swansea to Fall River, the first check. All registered here on time, and again at New Bedford, the second check. Going out of New Bedford, comical Kay got a big cut through a casing and tube. Swenson got busy and soon had Kay going again and he checked at Taunton on time. Controls were laid down every 15 miles or so, which meant that when trouble came to a rider he had to do some tall hustling to check on time.

Before reaching Taunton some sand was encountered, and here some of the less seasoned riders earned their scores. Morris Ross lost his wind and sat down for a bit to get it back. Captain Higgins did some acrobatic work by going into the bushes on one side of the road and coming out on the other side, an apparently impossible feat. Higgins is quite proud of the fact that he stayed in the saddle while turning this trick.

At Taunton several riders joined in the run and went along to Boston. At Brockton a large crowd gathered to watch the riders when they stopped and considerable interest was shown. The city is the home of the M-M. When they reached Boston the riders parked their machines at the usual rendezvous, Park Square, and went looking for dinner. No more trouble occurred until Wrentham was reached, where Morris Ross, he that lost his wind and found it again, came in four minutes late, having been in collision with an unknown rider near Norwood.

Along the Hudson and Through New England

The following is a suggested route for a motorcycle trip from Albany to New York, with a side trip to Coney Island and return, then to Boston, via New Haven and Providence, returning via Springfield and Pittsfield.

Leave Albany and cross Hudson to Rensselaer. Follow Albany post road on East bank of river to Schodack Center (8 miles). Follow main road to Kinderhook (19 miles). Follow main road through Stuyvesant Falls (23 miles), Stockport (26 miles), to Hudson (32 miles). Note automobile club signs along main roads. Follow main road to Blue Stores (42 miles), on through Kinderhook, Clermont and Upper Blue Stores to Red Hook (52 miles). Continue on post road to Rhinebeck (58 miles). Follow main road through Staatsburg to Poughkeepsie (74 miles).

Go out of town past Soldiers' Monument through S. Market street and follow main road to Wappingers Falls (82 miles). Continue on to Fishkill Village (88 miles). Take left turn at Main street fork and go over Fishkill mountain to edge of Cold Spring and on to Garrison. At fork take left road around big hill. Continue on through Annsville to Peekskill (106 miles). Leave town through South and Washington streets and follow main road through Montrose and Croton Landing to Ossining (117 miles). Follow Broadway to Tarrytown (122½ miles). Follow Broadway through Irvington and Dobbs Ferry to Yonkers (133 miles). Follow Broadway straight into New York City (150 miles). Motorcycle agencies on left side of Broadway coming into city, between 84th and 74th streets. When in doubt, ask. Roads good.

New York to Coney Island—Go down Broadway to City Hall. Turn left and cross Brooklyn Bridge. Go through Fulton street to Flatbush avenue, to Prospect Park Plaza. Go through Park and out through Fort Hamilton avenue. At junction of this street with Ocean Parkway take parkway cycle path and follow direct to Coney Island. About 10 miles.

An alternative and perhaps a better route from Columbus Circle, is to go down Eighth avenue to 13th street, turn diagonally into Greenwich avenue, which follow until Sixth avenue is reached. Cross the tracks, turning into Clinton place (Eighth street). Thence over Fifth avenue and Broadway to Astor place. Turn from Astor place into Cooper Square and the Bowery, continuing along the Bowery to Delancey street; turn left on Delancey street, crossing the Williamsburg bridge. At the Brooklyn Plaza turn sharp right along Driggs avenue car tracks to Clymer street. Follow Clymer street for one block to Bedford avenue; turn left on Bedford avenue and continue to Eastern Parkway; turn right on Parkway to Prospect Park, riding through the Park to Fort Hamilton avenue, thence to Ocean Parkway and down cycle path to Coney Island. By this route the roads are exceptionally good, particularly after reaching Brooklyn.

New York to Boston—Best route on main road via New Haven and Springfield and Worcester. If visit to Providence is desired, make side trip from Boston, as road between New Haven and Providence is bad in places. Leave New York at Columbus Circle and go up Broadway to 155th street. Turn right and cross viaduct and swing into Jerome avenue. Follow to 189th street and turn right into Fordham road. Watch for signs. Keep on main road to New Rochelle (17½ miles). Follow main road through Larchmont and Mamaroneck to Rye (25 miles). Follow main road to Port Chester (28 miles). Continue on through Greenwich, Mianus, to Stamford (36 miles). Follow main road to Noroton and Darien to Norwalk (44½ miles). When reaching a town the best way to go through it is to ask directions to town ahead, not to final destination. Main roads outside cities posted and generally easy to follow. Condition fair, good and excellent. None unrideable. Keep on through Westport, Southport and Fairfield to Bridgeport (58½ miles). Go straight through city and on through Stratford, Milford and Woodmont and Savin Rock to New Haven (80 miles). Leaving New Haven at Yale Common, go through Orange street and follow to Lawrence. Turn right into State street and follow trolleys to North Haven. Follow main road—trolleys on one side, railroad on other—through Wallingford, Yalesville and Tracy to Meriden (100 miles). Keep on and follow new road at top of hill, leaving trolleys, and follow to Hartford. Don't go through Berlin or New Britain via old road. (120 miles Hartford).

Leave Hartford and cross river over new bridge. Follow main road through East Hartford, S. Windsor, E. Windsor Hill, Warehouse Point, Thompsonville, Longmeadow and Forest Park into Springfield (147 miles). Go out of Springfield through State street, taking right fork at cemetery, and follow main road through Palmer, Warren, Brookfield, Spencer to Worcester (199 miles). Look out for speed traps just outside Worcester. Roads good and posted. Leave Worcester at City Hall and go through Front street to Washington Square. Follow trolley sleft on Shrewsbury street past Lake Quinsigamond, through Shrewsbury to Northboro. Follow main road to Marlboro and continue on through South Sudbury to Wayland. Go through town and straight on to Waltham. Go out Main street, past railroad station at Beaver Brook, through Watertown and into North Beacon street. Continue on, crossing Charles river and pass through Brighton. Follow on through Allston and into Commonwealth avenue. Follow to end and turn into Boylston street to Boston Comman (241 miles from New York).

Boston to Albany via Providence, Worcester, Springfield and Pittsfield. Side trip to Providence can be made on way home if desired, over good roads. To Providence, leave Boston out Commonwealth avenue to Massachusetts avenue. Follow through Fenway to Jamaica Pond. Take either road around pond and go through Arborway and on to West Roxbury. Then follow main road through Delham. Continue on through Norwood, Walpole, N. Attleboro and Pawtucket to Providence (41 miles).

From Providence to Worcester, go out Francis street under depot, turn right at foot of hill, follow Gaspee street between railroad and state capitol to end of street, then turn right across Smith street bridge. Then left and follow left fork Ormsbee avenue to end. Then turn right and follow trolley to Randall Square. Follow trolley up Randall street to end, then turn left and follow N. Main street double trolleys to city line. At forks take left and where double tracks turn right keep straight on, following single track to Lonsdale. Then follow main road through Cumberland Hill, Woonsocket, Uxbridge, Whitinsville, Saundersville, Wilkinsonville and Millbury to Worcester (42 miles). Then follow main road back to Springfield, as heretofore outlined. If Providence trip is not wanted, main road from Boston to Springfield can be followed, as outlined on outward trip.

Springfield to Pittsfield—Go north on Main street and cross river on N. End bridge. Follow trolleys into Westfield road (marked) and keep on into Westfield. Follow main road through Russell, Huntington and Chester. Continue on main road—all posted—around Jacobs Ladder, new road, to West Becket, Lee, Lenox and Pittsfield (55½ miles). Roads good. Stiff hills.

Pittsfield to Albany—Leave Pittsfield through South street to West Housatonic street. Follow street under railroad tracks and follow right and left turns, keeping on main road. Pass through Barkerville and W. Pittsfield direct into Shaker Village. Follow on main road through New Lebanon, Center Lebanon and West Lebanon, Brainard to Nassau. Keep on main road into Albany post road at Schodack Center and follow Columbus avenue into Rensselaer. Cross bridge into Albany (39 miles).

NEW RECORDS MADE AT RIVERVIEW

Joe Wolters, on an Excelsior, Hangs Up Lower Figures and Beats Balke, Graves, Chapple and Mitchel.

They actually are beating American motorcycle records, and DeRosier records at that, at the Riverview Stadium, Chicago, on Saturday afternoon, 19th instant. And, stranger still, the machine that is doing it is one that never has been claimed to have record breaking speed. In the Comiskey Sweepstakes—they are getting stylish and naming races after celebrities, too—Joe Wolters flung a "7" Excelsior around for three miles in 2:02⅖, and five miles in 3:28⅖. While these figures of course cannot be accepted as official records, they are faster apparently than DeRosier's professional records for the same distances. Jake's time for three miles is 2.05, and for five miles, 3:29⅕. It would seem worth while for Wolters to go after some of the records. Jake was present when Wolters made his screaming rides, the fastest ever spun on Riverview.

Graves won the first heat, three miles, of the sweepstakes in 2:14⅕, beating Wickwire. Then Wolters sprung his great dash in the second heat, beating Balke and Mitchel. Truly, new stars are made at every meet at Riverview, and one has to keep on winning to stay in the constantly growing constellation. In the final, five miles to go, Wolters again swept the field, beating Balke and Graves. It was preeminently a Wolters night, for the young Denverite also captured the first heat and final of the Aviation Sweepstakes, beating such talent as Balke, Albright and Chapple. Balke took first place in the second heat of the Aviation.

Mitchel beat Walsh in straight heats of a two mile match, and Wickwire trimmed Chapple in one heat of a two mile battle. The deciding heat was postponed. The consistent Wenk, Thor, won the five mile amateur in exactly five minutes, a mile a minute gait. The evening was cool and ideal for racing. Attendance, 20,000. Summary:

Five mile, amateur—Won by Wenk (Thor); second, Mitchell (M-M); third, Wessel (Indian). Time, 5:00.

Aviation sweepstakes—First heat, three miles. Won by Wolters (Excelsior); second, Albright (Indian); third, Chapple (Merkel). Time, 2:10⅗. Second heat, three miles. Won by Balke (Indian); second, Mitchel (Merkel); third, Wickwire (Indian). Time, 2:09⅘. Final, five miles. Won by Wolters (Excelsior); second, Balke (Indian). Time, 3:32⅕.

Two mile match, Mitchel (Merkel) vs. Walsh (Harley-Davidson)—First heat won by Mitchel. Time, 1:48. Second heat won by Mitchel. Time, 1:43⅘.

Two mile match, Wickwire (Indian) vs. Chapple (Merkel)—First heat won by Wickwire. Time, 1:32⅕. Deciding heats postponed.

Comiskey sweepstakes—First heat, three miles. Won by Graves (Merkel); second, Wickwire (Indian). Time, 2:14⅕. Second heat, three miles. Won by Wolters (Excelsior); second, Balke (Indian); third, Mitchel (Merkel). Time, 2:02⅖. Final, five miles. Won by Wolters (Excelsior); second, Balke (Indian); third, Graves (Merkel). Time, 8.28⅖.

Sunday, August 20th.

It was tit for tat between Charles Balke and Joe Wolters at the Riverview Stadium motorcycle meet, Chicago, on Sunday night, 20th inst., for each won a race and beat the other. It seemed strange, however, that Wolters should go five miles in 3:32 to win from Balke, and later lose to him at the same distance in 3:38⅕. Such is the whirligig of luck, it seems. Wolters took the first heat and final of the five mile professional, beating Balke and Mitchel in the latter.

In the Bayes-Norworth sweepstakes—christened after the stars of "Little Miss Fix-It," now playing in "Chi"—Wolters and Balke took the preliminary heats. In the final Balke shoved his front wheel across the line first at the finish. As usual, Wenk, Thor, overcame all competition in the five mile amateur, but his time was much slower than on the night previous.

Wickwire took the second and deciding heat of his match with Chapple, spinning the two miles in 1:34. Several of the aviators who thrilled Chicagoans last week, including Earle Ovington, once president of the F. A. M., attended the races Sunday night and got a few thrills themselves from the board artists skimming around at 85 miles per. The air men thought motorcycling a la board track was a bit too risky, and the riders said the same thing about sky sailing.

Summary:

Five mile amateur—Won by Wenk (Thor); second, Mitchell (M-M); third, Wessel (Indian). Time, 2:15⅖.

Five mile open, professional—First heat, three miles. Won by Wolters (Excelsior); second, Mitchel (Merkel); third, Edwards (Merkel). Time, 2:09. Second heat, three miles. Won by Balke (Indian); second, Graves (Merkel); third, Chapple (Merkel). Time, 2:08⅘. Final won by Wolters (Excelsior); second, Balke (Indian); third, Mitchel (Merkel). Time, 3:32.

Two mile match, Wickwire (Indian) vs. Chapple (Merkel)—Won by Wickwire. Time, 1:34.

Bayes-Norworth sweepstakes—First heat, three miles. Won by Wolters (Excelsior); second, Edwards (Merkel); third, Wickwire (Indian). Time, 2:11⅖. Second heat, three miles. Won by Balke (Indian); second, Mitchel (Merkel). Time, 2:10. Final, five miles. Won by Balke (Indian); second, Wolters (Excelsior); third, Edwards (Merkel). Time, 3:38⅘.

INDIANA POT HUNTERS GET A SHOCK

Don Klark Breezes Into Indianapolis and Grabs Everything in Sight—Sink Refuses to Ride Against Baker.

Don Klark, that racing phenom from Detroit, walked right into Indianapolis last Saturday, the 19th inst., and walked right out again. Only when he walked out again he had some fresh scalps hung on his Indian belt, for he showed the Indiana boys how to handle racing machines and easily took first in the three events that he entered. Not satisfied with just defeating the pick of the Indiana camp of "pot hunters," including the much celebrated E. G. Baker, the "king." Klark left some new records for remembrance. Klark did not care to act the grown up pig and stayed out of two events to let the other fellows have a chance, and had it not been for this he probably would have made a clean sweep of the five races to the card, and thusly would have discouraged some of the lesser lights who are trying to fight their way to the front in the racing game.

That the Indianapolis Fair Grounds track is "one of the fastest mile tracks in the country" was proved once for all last Saturday at the first race meet under the auspices of the Indiana Motorcycle Racing Association. Don Klark, by his daring work in the half hour race, covered miles in 53 seconds and under. Some timers caught Klark in 51 and 51¾, but this is hardly believable and is unofficial. Baker, also on an Indian, covered the distance repeatedly in 54 seconds and under. Klark rode Indian number "16," inherited from the much famed Hasha, king of the "pro's" in the last national meet, while Baker was perched on an Indian which was not much slower. In practice both riders made miles around the 53 mark. The old record made by Huyck in 1908, 57⅖, the Indianapolis track record, still stands, however, for the best time last Saturday was made on intermediate miles.

The crowd was sorely disappointed, for the much heralded and advertised match race between John A. Sink and Edwin G. Baker was not pulled off. Sink said that his "Yellow" Merkel was not in tip top shape and refused to ride, believing it to be the best policy to hold on to his coin, if there was any up. The newspapers the next day accused Sink of being "yellow," while some said it was just his machine. Anyhow, when it came time for the match race Sink refused to ride, for his machine was not going right. Baker had beaten Sink in other races on the card and Johnnie thought he saw certain defeat if he went up against Baker for the 25 miles. Baker was on the track on his machine waiting for the "Yellow" Peril, and was anxious to race and settle the question of supremacy between the two riders. The next day, after

the race did not come off, Baker challenged Sink in the newspapers, declaring he would ride for any distance from 10 to 100 miles and for any amount of money, so the two may get together yet this year. Sink rode in a number of races on the program Saturday and his machine was not in the best running condition in any event as he did not get a place all day.

Don Klark covered thirty-one and seven-eighths miles in the half hour race. This event was interesting from the start to the finish, there being 10 starters. Klark started out in such a glorious fashion that a new world's record was looked for. The Detroit rider slowed up and took it easy towards the last, however, and the record hopes and not the record were smashed. Tom King, one of the best starters in the game, got Baker off in the lead as usual and enabled Baker to take the pole right from the start, holding it for the first four miles, when Klark passed him at the finish line and assumed the lead. Taylor, of Columbus, on an Emblem, and Sink, on a Merkel, pushed the first two hard in the early part of the race, while Melle, Hoffstater and Bailey, on Indians, were leading the second division that was formed soon after the start. McDougal, on a Yale, and Shepard, on a Merkel were also there plugging away. At the ten mile mark Klark had a good lead on Baker, while Taylor and Sink were fighting it out for third place, about a mile behind. Sink went out at this point on a flat tire. After the riders were on the track about fifteen minutes Klark was making his fastest time, and whether he was breaking the world's record or not, Klark was doing some spectacular riding and the crowd was kept on its feet most of the time. Baker was coming out of the turns wide each time and a number of times he took the bend, heading towards the home stretch, so wide that the spectators were looking for him to crash through the outside fence a number of times. He cut up a lot of dust and did a lot of skidding, much to the delight of the crowd.

The private ownership event, which was scheduled as the opener of the meet, was called off on account of the lack of entries. The first event that was run was the 10 mile open, 50 cubic inches displacement. Klark took it easy in this event and won handily in 11:25. Shepard, of Kokomo, on a stock Merkel, crossed the line second, and Baker, on an Indian, was third. The riding of Shepard was a surprise to all, for he was never in danger of falling behind second place after the third mile. Taylor had engine trouble and had to withdraw. Baker took the lead at the start but was soon overhauled by Klark. Baker's camel back was not working at its best and the Indianapolis rider settled down to fight it out with young Byron Casebeers, of Terre Haute, also on an Indian, for third place. Casebeers led for eight miles, but on the last two miles Baker pulled away and won by a few yards. Klark won the second event, the ten mile open for the big twin machines, his time being 9:21. Baker was second with 9:26⅗, while Taylor, on an Emblem, was third. Baker "stuck" right with the Detroit phenom until near the last, and for a while things looked rosy for Baker, but he had to be content with second. It was clearly demonstrated here that Klark had a faster machine.

Baker won the 25 mile open for stock machines, 61 class. His time was 27:20⅗. Klark was not entered. Hoffstatter, on an Indian, a local amateur rider, showed up well in this race. He lost a mile and a half when his oil pump broke, and when he started back in the race his machine worked fine and he soon overhauled Baker and McDougal once, but could not make up all of the second lap. He did some nice riding and proved a favorite. McDougal, on a Yale, however, lost out for second place to Hoffstatter at the finish. Hoffstatter was carried off on the boys' shoulders.

Summaries:

Ten mile open, 50 cubic inches—Won by Don Klark (Indian); second, Shepard (Merkel); third, Baker (Indian). Time, 11:25.

Ten mile open, 61 cubic inches—Won by Klark (Indian); second, Baker (Indian); third, Taylor (Emblem). Time, 9:21.

Ten mile open stock machines, 30½ cubic inches—Won by Shepard (Merkel); second, Baker (Indian); third, Melle (Indian). Time, 12:57⅘.

Twenty-five mile open, stock machines, 61 cubic inches—Won by E. G. Baker (Indian); second, Hoffstatter (Indian); third, McDougal (Yale). Time, 27:20⅗.

One-half hour race, open, 61 cubic inches—Won by Klark (Indian); second, Baker (Indian); third, Taylor (Emblem). Distance, 31⅞ miles.

Seymour in Hard Luck at Salt Lake.

It looks as if Ray Seymour needs either a new machine or else a change of luck, for Fred Whittler showed him the way to the finish in two races at the Wandamere motordrome, Salt Lake City, Utah, on Thursday, 17th inst. In the big race of the evening, eight mile open, Seymour held the lead for three miles and then suddenly dropped out as Whittler started a sprint. Seymour said it was plug trouble that caused his retirement. Whittler, of course, won in a canter, with Brodbeck and Senhouse checking in that order.

Seymour won the first heat of the unknown distance, but Whittler took the other two heats in straight order. Warden beat Johnson and Claflin in the trade riders race, and Bernstrum filed a claim for first money in the Class B professional event. Winters won the amateur event at two miles. Summary:

Two mile open, amateur—Won by Winters; second, Meyers; third, Anderson; fourth, Griffin. Time, 2:20⅗.

Five mile open, class B professional—Won by Bernstrum; second, McNeil; third, Thomas. Time, 4:06⅗.

Four mile open, trade riders—Won by Warden; second, Johnson; third, Claflin. Time, 3:41⅗.

Unknown distance—First heat, three miles. Won by Seymour; second, Brodbeck; third, Bernstrum. Time, 2:16⅗. Second heat, three miles. Won by Whittler; second, Senhouse; third, Ward. Time, 2:16⅗. Final, four miles. Won by Whittler; second, Brodbeck; third, Seymour. Time, 4.32⅗.

Eight mile open, professional—Won by Whittler; second, Brodbeck; third, Senhouse. Time, 6:00.

Swartz Proves Favorite at Denver.

Edward Swartz, one of the local "finds" of the season, who is developing fast into a top notcher, fought his way to the front row of the favorite's box in the hearts of his spectators at the motorcycle races at the Lakeside Park motordrome, Denver, Colo., on Saturday, 19th inst. Swartz was the big winner of the night, taking three firsts. Closely pressing him for popular favor was Glen Boyd, who collected two firsts. Swartz beat Boyd twice during the evening, but the latter did not score once on his chief rival. Eddie Hasha, the Dallas midget, went out to better his local track records for the one, two and five miles, but fell short. Summary:

Five mile open—Won by W. E. Swartz (Indian); second, Fleckenstein (Indian); third, Renel (Indian). Time, 3.54⅗.

Four mile open—Won by Swartz (Indian); second, Fleckenstein (Indian); third, Boyd (Indian). Time, 3:09⅖.

Two mile open—Won by Glen Boyd (Indian); second, Fleckenstein (Indian); third, Renel (Indian). Time, 1:38⅖.

Three mile open—Won by Swartz (Indian); second, Boyd (Indian); third, Renel (Indian). Time, 2:24.

Four mile open—Won by Boyd (Indian); second, Renel (Indian); third, Cassidy (Indian). Time, 3:11.

Nearing the Two Hundred Mark.

Two more affiliated F. A. M. clubs are reported by Chairman Estabrook, of the membership committee, in his weekly grist of news, bringing the total up to 183. That 200 mark is only 17 away. The latest additions to the F. A. M. club family are the Little Rock (Ark.) Motorcycle Club, No. 182, a 100 per cent club with 17 men, and the Four Lakes Motorcycle Club, of Madison, Wis. Its number is 183, and it brings in 20 men.

The recently organized Montgomery Motorcycle Club has forwarded its affiliation papers to Secretary Gibson. This is the second Alabama club to affiliate, the pioneer being the Indian Motorcycle Club, of Birmingham. Now that the trail has been blazed, Chairman Estabrook is looking for the other live clubs in the state to get busy and take out their papers. There is a club in Mobile, for instance, that the chairman thinks ought to be affiliated.

CLARK ONLY SEVEN POINTS BEHIND

Australian Gains Five Points in Championship Race When Kramer Punctures—Wiley Fast Behind Pace.

A. J. Clark, the Australian "Rocket," added five points to his score in winning the two mile national championship race at the Newark Velodrome Wednesday evening, the 23rd inst. This win brings his total to within seven points of Kramer, the latter scoring a puncture at one and a half miles. With a five mile titular race for Sunday, Clark's chances look very good.

George Wiley was the king-pin in the motor-paced event, winning over Champion Collins, with Percy Lawrence third.

Pedlar Palmer and Oscar Schwab, by refusing to take their turn in the pace-making in the one-mile handicap, were judged by the referee and instructed to refrain from being placed in further temptation for the evening by retiring for the balance of the program. Crebs (110) won, with Ruber (160) second.

DeMara also felt the judicial hand of Referee Bardgett when, in the two mile invitation, coming down the home stretch his bicycle developed erratic tendencies, with the consequence that Willie Fenn, coming fast on the outside, had an exceedingly rough ride. DeMara finished first but was disqualified. Fenn moved up for first and "Herr" Krebs for second. Summary:

Half mile handicap, amateur—Won by Thomas Grimm (55); second, Frank Blatz (15); third, G. A. Knopf (60). Time, 00:56⅗.

Unknown distance race, amateur—Won by Frank Cavanaugh; second, Alvin Loftes; third, Carl F. Ericson; fourth, Chester Smith. Distance, 3 miles. Time, 7:00⅗.

Two mile invitation, professional—Won by Willie Fenn; second, Floyd Krebs; third, Jumbo Wells; fourth, Ernest Jokus; fifth, Fred Jones. Time, 4:44⅗.

One mile handicap, professional—Won by Albert Crebs (110); second, Joseph Ruber (160); third, Alfred Goullet (scratch); fourth, A. J. Clark (scratch). Time, 1:58⅗.

Two mile national championship—Won by A. J. Clark; second, Joe Fogler; third, Eddie Root; fourth, Alfred Goullet. Time, 3:14⅗.

Ten mile motor-paced race, professional—Won by George Wiley; second, Elmer Collins; third, Percy Lawrence. Pacemakers, Ruden, Turville and Hunter, respectively. Time, 13:14⅘.

Brooklyn Organizes Cycling Club.

Organized June 21st, 1911, with 30 charter members, all of whom are prominently identified with various branches of cycling, the Atlas Bicycle Club, of Brooklyn, is the latest acquisition to that city's list of porgressive wheelmen's clubs. Evidence of the up-and-doing spirit that pervades the Atlas is to be found in the declaration of their principles of equal attention to all branches of the sport with specializing to none. The club slogan, "Watch Us Grow," is also indicative of something doing in the near future. The roster of the club officers is as follows: George Hausenbauer, president; Arthur D. Dawson, vice-president; James F. Malone, secretary; Wm. L. Russell, treasurer; J. W. Hedden, sergeant-at-arms; Charles Hausenbauer, captain; Wm. H. Kirchner, lieutenant. Board of directors—George Hausenbauer, James F. Malone, Clinton W. Walker, Arthur E. Rhodes, Victor J. Lind.

Professional Championship Point Table.

By winning Wednesday, the 23rd inst., "Rocket" Clark again looms large in the professional championship race. As Kramer punctured, consequently his count remained intact at 50 points, while on next Sunday, the 27th inst., is scheduled a five mile event with $5 lap prizes, and over 30 entries—just to Clark's liking— there is a decidedly different aspect to the championship duel. The following is the standing to date:

Name.	Points.
Frank L. Kramer	50
A. J. Clark	43
Alfred Goullet	22
Joseph Fogler	19
Eddie Root	8
Fred Hill	6
John Bedell	3
Floyd Macfarland	1
Floyd Krebs	1
Willie Fenn	1

Segal Tries for Cooley Trophy.

In competition for the Cooley trophy cup, offered for the best time made between New York and Atlantic City, Sylvain Segal, the Century Road Club Association plugger, set up, on the 12th inst., the first mark for the year between those two cities. Checking out at the "big city's" town hall at 5:30 A. M., Segal, accompanied as far as Freehold, N. J., by M. Cigal, a fellow club member, rode out the cyclometered distance of 124 miles to the seaside resort in 9 hours 9 minutes. He was regularly timed and checked on Association sheets. Should this time be bettered Segal is prepared and is confident of successfully defending his claim to the cup, and will also attempt on that occasion to establish a record for the round trip.

Possoni Wins "Early Bird Handicap."

A. Possoni was the exceptionally acute early bird in the Empire City Wheelmen's second "early bird handicap" of 10 miles on the cycle path, with start and finish at 22nd avenue, Brooklyn, Sunday, the 20th inst. Possoni had a start of four and a half minutes and overhauled Geo. Weinberg (5:30), who finished second. Seventeen early birds faced the starter on handicaps ranging up to five and a half minutes. The scratch men, Becht, Schuester, Fisher and Struber, were shut out by the long-markers at the final pickings.

INDIANS FAST ON DENVER TRACK

Ed. Hasha and Glen Boyd Take All the Honors—Cogburn Lands the Five Mile Invitation.

Edward Hasha and Glen Boyd were the big winners at the motorcycle meet at the Tuileries track, Denver, Colo., Sunday, 20th inst., each taking two firsts. The remaining event went to Cogburn. Hasha gathered the five mile even for twin and the ten mile open, beating Armstrong and Renel. Boyd boosted his percentage by capturing the five mile for singles, and also won a five mile match with Armstrong and Renel. Good sized fields started, the five mile open for twins bringing out seven riders, the largest field in any race this season. Summary:

Five mile singles—Won by Glen Boyd (Indian); second, Patterson (Merkel); third, Fredericks. Time, 4:22⅗.

Five mile open, twins—Won by E. Hasha (Indian); second, Earl Armstrong (Merkel); third, George Renel (Indian). Time, 3:34.

Five mile match—Won by Glen Boyd (Indian); second, Earl Armstrong (Merkel); third. George Renel (Indian). Time, 3:38.

Five mile invitation—Won by Cogburn; second, Renel (Indian); third, King (Indian). Time, 3:47.

Ten mile open—Won by E. Hasha (Indian); second, Renel (Indian); third, Armstrong (Merkel). Time, 7:14⅗.

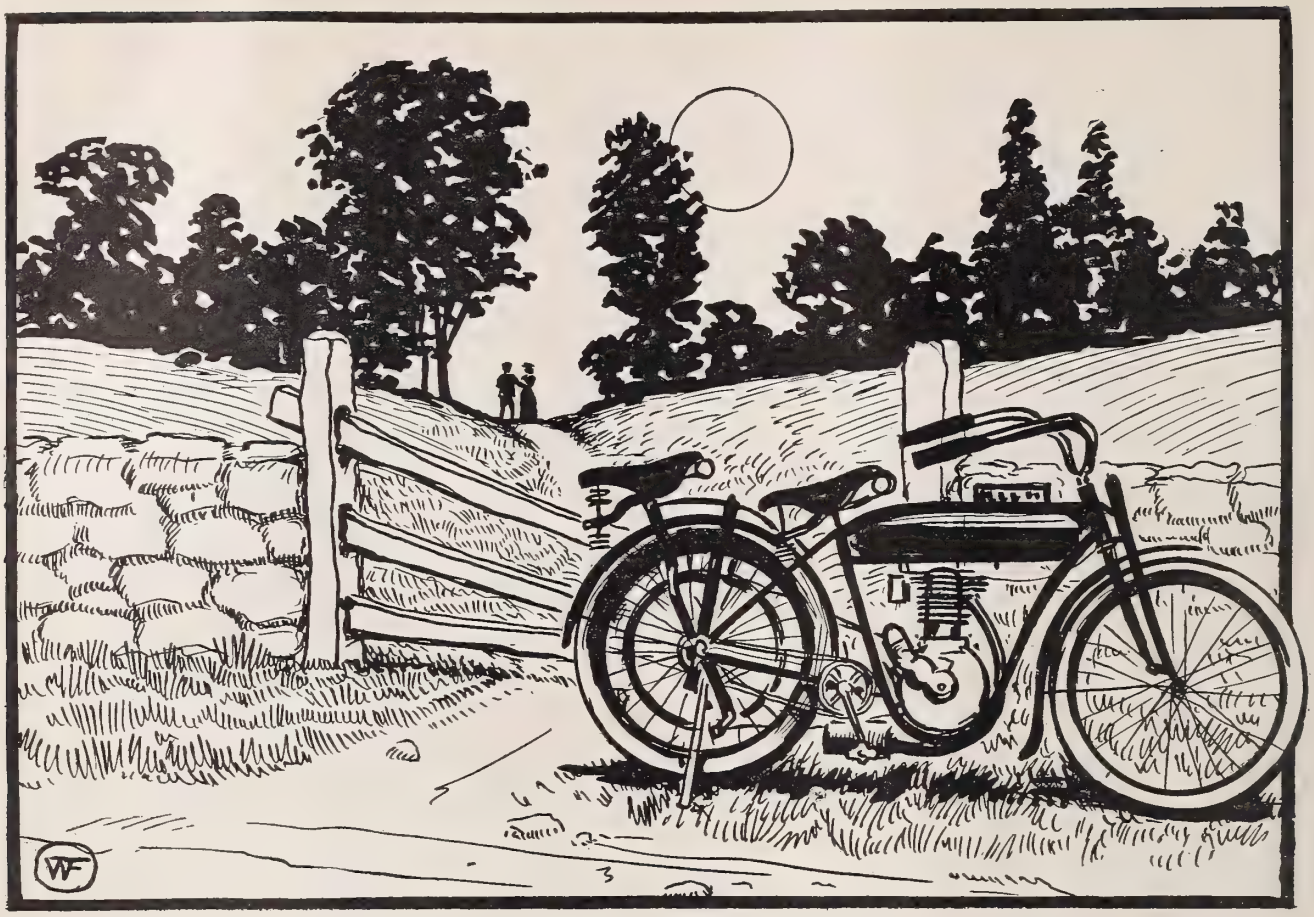
Century Handicap for C. R. C. A.

Twenty-five place prizes, headed by a Pierce bicycle, a time prize list with a Columbia leading, three special prizes, superb road conditions and a handicap limit of two hours, are items that bespeak an exceptionally large entry list and consequently successful event for the eleventh annual 100 mile handicap of the Eastern Division Century Road Club Association.

The start and finish is scheduled at the Oriental Hotel, Floral Park, L. I., Sept. 10th, over the Jericho-Bellmore-Amityville course. The run is open to all amateurs, and entries close Sept. 5th with George Biergel, secretary, 1105 Amsterdam avenue, New York City.

Cleaner Shops Demanded in Canada.

An agitation for clean motorcycle shops has begun in Canada. A great improvement in the matter of dress of the riders has been noted during the present season and now the enthusiasts are making the stores the object of criticism. They point out that if for no other reason than to keep the tires out of the grease and gasoline, the dealers should see to it that their places of business are tidy. "Clean shops as well as clean riders," is the cry of the reformers.



A TANDEM ATTACHMENT

Skill and Brains Win at Galveston.

Clever work on the turns enabled A. C. Granger to offset the superior speed of his rivals and take three of the four motorcycle races run in connection with the automobile beach meet at Galveston, Tex., on the 6th inst. The feature race, 20 miles, was taken by A. L. Schuddemagen. Promoted by the new Houston-Galveston Motorcycle Club, the races were much closer and exciting than the automobile events, and while the honors were rather monopolized, there were no walkovers. Summary:

Two miles, singles—Won by A. C. Granger (Indian); second, Roy McClanahan (Indian); third, Billy Brown (Indian). Time, 2:56½.

Twenty miles, twins—Won by A. L. Schuddemagen (Merkel); second, C. W. Layburn (Indian). Time, 0:27:45¾.

Five miles, singles—Won by A. C. Granger (Indian); second, Billy Brown (Indian); third, Gray Walker (Indian). Time, 8:53½.

Ten miles, singles—Won by A. C. Granger (Indian); second, Billy Brown (Indian); third, Oscar Chance (Indian). Time, 15:45¾.

Savannah Club Has Watermelon Feast.

There was a big "cutting affray" on the outskirts of Savannah, Ga., on the night of the 18th inst., at the plant of the South Atlantic Packing Co., in which nearly 50 members of the Savannah Motorcycle Club were concerned, but there were no arrests or hospital cases, strange as it may appear. The "victims" of the "carving party" were big, juicy watermelons, and although they were fearfully hacked they made no complaint. The boys were the guests of President Otto Kolb, of the club, and everyone gorged to his heart's content.

At the last club meeting Jack Waters, the treasurer, resigned, and S. S. Ellis, one of the veteran members, was elected to succeed him. The club has closed its summer quarters at the Isle-of-Hope, in the suburbs, and now is hunting for city quarters.

Governor Hoke Smith's bill, imposing a tax of $1 per horsepower on all motor vehicles, has been amended to read 50 cents per horsepower. It has passed the Ways and Means Committee of the Legislature in this form, and very likely will become a law as reported.

Fine Entry List for Poughkeepsie Meet.

Twenty-five local entries already filled promise well for the success of the motorcycle race meet which the Poughkeepsie (N. Y.) Motorcycle Club will stage at the Hudson River Driving Park on Labor Day. Several out-of-town riders are expected to enter for the professional and amateur events. Among the machines which will be represented are the Indian, Merkel, Excelsior, Harley-Davidson and Yale. All of the prominent local riders have entered.

Waynesboro (Ga.) Gets "On the Map."

To celebrate the opening of a new railroad, giving it better connection with the outside world, Waynesboro, Ga., had a big fandango on the 18th inst., in which motorcycle racing was a prominent feature. Riders from Savannah and Augusta dropped into town to help make things interesting and carried off nearly all of the honors. The course was a dirt track, three-quarters of a mile to the lap, and the races were run in laps without regard to mileage.

After holding the lead for 10 laps in the 15 laps race, Potts, an Excelsior rider, from Savannah, lost a nut on his carbureter and had to hold the device on for the last of the race. This slowed him and allowed Lumbard, Merkel, to take first place and hold it to the finish. Potts was second and Cafiero, Harley-Davidson, came in third.

In the race for twins, 10 laps to go, Saxon, Merkel, was the winner. It was a seesaw between Saxon and Story, also Merkel, for seven laps, when the former took the lead for good. Story was second. In the other events, Harley-Davidson machines took honors, but no time or distance was recorded. Summary:

Fifteen laps, singles—Won by Lumbard (Merkel); second, Potts (Excelsior); third, Cafiero (Harley-Davidson). Time, 0:16:00. 11¼ miles.

Ten laps, twins—Won by Saxon (Merkel); second, Story (Merkel); third, Muller (Excelsior). Time, 0:10:00. 7½ miles.

RALLYING TO DEFENSE OF CONEY ISLAND CYCLE PATH

Association Formed to Look After Cyclists' Interest—Labor Day Parade Seems an Assured Success—Accidents Caused by Crossing Automobiles—Present Condition Disgrace to the City.

That the cyclists of Greater New York are fully justified in their alarm over the possibility of losing the Coney Island Cycle Path, was abundantly proven during the past week, when on several occasions representatives of the Bicycling World were on the ground for the express purpose of observing conditions and the methods employed in handling the traffic on the Ocean Parkway by the park commission.



SHOWING DANGEROUS CONDITIONS CAUSED BY CROSSING AUTOMOBILES

The accompanying photographs give ample and conclusive evidence of the inconvenience and absolute danger to which all cyclists, both pedal and motor, are subjected. As can be plainly seen, the automobile traffic traveling in both directions, is diverted from the main roadway diagonally across the cycle path at two points—at 22nd avenue and again at Kings Highway—all for the purpose of preserving, for the especial use of a handful of speeding horsemen, a stretch of 1¼ miles of the main roadway.

This crossing over of all traffic, except light pleasure carriages, is maintained throughout the entire week, night and day, while the speed contests are held on the afternoon of but one day—Wednesday. The utter fallacy of the policy of maintaining this speedway is evidenced by the report in the current issues of the daily papers detailing the events held on the 16th inst. Seven events were run with from two to eight starters in each; that having eight starters being described as one of the best cards yet seen on the speedway. Obviously a proposition that is preposterous, especially when the following figures are compared.

In one hour's count at a given point the traffic using the Parkway was found to amount to a total of 471 vehicles; those other than commercial wagons and trucks carrying 972 passengers. Eighty-four wagons passed; 239 automobiles carrying 740 passengers; 75 carriages of all descriptions, from the light racing sulky to the family carry-all, with 156 passengers; 13 motorcycles and 60 bicycles. In considering the last three items the fact must be borne in mind that the count was taken between 3 and 4 P. M., an hour at which the use of the light pleasure driving vehicle should be at the maximum, while the very nature of the employment of the vast majority of the users of motorcycles and bicycles precludes the possibility of their being out in any great numbers. Should the count be taken at a time favorable to them, such as Saturday or Sunday afternoon, an undoubtedly larger proportion of the traffic would be to their credit.

Aside from this high handed method of usurping the public highway to the inconvenience of the many for the pleasure of the few, is the matter of upkeep, to the taxpayer one of no little importance. The full equipment of an entire road working force such as would be required to condition a regulation trotting course is always at work on the surface. This includes sprinkling carts, harrows and scrapers, with the labor and teams necessary for their operation.

In addition to the maintenance expenses are those incurred by the necessity of policing. Some 20 men are engaged in this de-

tail, including mounted men on horse, on bicycle and on foot, altogether demanding an outlay that conservatively speaking amounts to approximately $25,000 per year.

An instance of the danger to cyclists at the two points where the automobilists are forced to cross the path was cited by an eye witness of an occurrence within the past three weeks, in which a young man riding a bicycle was struck by an automobile, at the 22nd avenue end, and thrown from his wheel, injuring and cutting him about the head so severely as to require 32 stitches in scalp and face wounds. This is but one of many instances of a more or less serious nature, and all entirely unnecessary, and all the result of the contravention of what are the constitutional rights of the majority.

The path itself, although in excellent condition taken as a whole, due to the substantial method of its original construction, in many places shows the result of neglect and misuse. One spot was covered with water to the depth of several inches in places; at another, or rather two other places, coal had been dumped for storage, to be used by the road making machines. These piles of coal cut down the runway of the path from 20 feet to less than 2 feet. At several places, particularly at the approaches at Gate Four, Prospect Park, the sloping gutters have been replaced with curbs from 3 to 6 inches high.

Another pernicious practice, which if allowed to continue will involve serious consequences, is the growing use of the cycle path by pedestrians for a promenade in preference to the paved sidewalks adjoining the property line on either side. Should one of the paths be confiscated to the use of the horsemen, as outlined in the plan described in the Bicycling World, issue of the 12th inst., this use of the path as a promenade would increase the danger to all concerned many times.

Some idea of the automobile traffic may be formed when it is considered that according to the figures obtained from a reliable source, 12,000 automobiles, carrying 127,000 persons, visited Coney Island during one week recently. The police reports state that 40,000 automobiles visited the Island on the occasion of the Mardi Gras last year, and they estimated a possible 50,000 for this year. The strongest possible reason why the speedway, as maintained for the exclusive use of the Pleasure Drivers' Association, of Brooklyn, should be removed forthwith.



NOTE THE CLOSE PROXIMITY OF AUTOMOBILE TO LAST CYCLE RIDER

Rousing—that in the superlative is fittingly descriptive of the meeting held at 1213 Fulton street, Brooklyn, on Wednesday evening, the 23rd inst., in response to a call issued by A. H. Patterson, chairman pro tem, for the purpose of organizing the movement proposed for the defense of the Coney Island Cycle Path. The call had been sent to 18 representative members of the cycling and motorcycling sport and trade, and 14 responded, being present in person or by proxy.

In the unavoidable absence of Mr. Patterson, Mr. J. A. Hall called the meeting to order and made a brief statement concerning the start of the movement growing out of the alleged suggestion recently advanced by local politicians, to take over a portion of the Coney Island Cycle Path and devote it to the exclusive use of a small but influential coterie of local horsemen, thus restricting the large and rapidly increasing army of motorcyclists, together with those who have remained faithful to the pedal bicycle, whose ranks are also filling rapidly with new recruits, to the use of but one of the paths adjoining Ocean Parkway from Brooklyn to Coney Island.

After the usual routine, the election of officers was called, and Mr. Alexander Schwalbach, of the borough of Brooklyn, was unanimously elected president; Henry J. Wehman, Brooklyn, treasurer, with W. R. Stroud, Manhattan, secretary, and the name Greater New York Cyclists Association was chosen.

Mr. Schwalbach is thoroughly conversant with all the proceedings connected with the famous path since its inception, having been a member of the Kings County Wheelmen, one of the clubs most influential in the financing and building of the path. He was also a member of "The Brooklyn Good Roads Association," to whose efforts more than that of any other one organization, is due the credit for proposing and carrying through to a successful consummation the plans as outlined by the Park Board at that time.

Immediately following a highly entertaining description by Mr. Schwalbach and "Happy Days" Pitman, of Sheepshead Bay, on the work involved in the construction of the path, plans were offered for consideration with the object in view of bringing about and carrying through a successful defense of the path, and maintenance for cyclists' use, for which it was originally intended.

First and foremost for the defense was the plan already well advanced by individual effort, to have the demonstration take the form of a parade on the afternoon of Labor Day, Sept. 4th. The association,

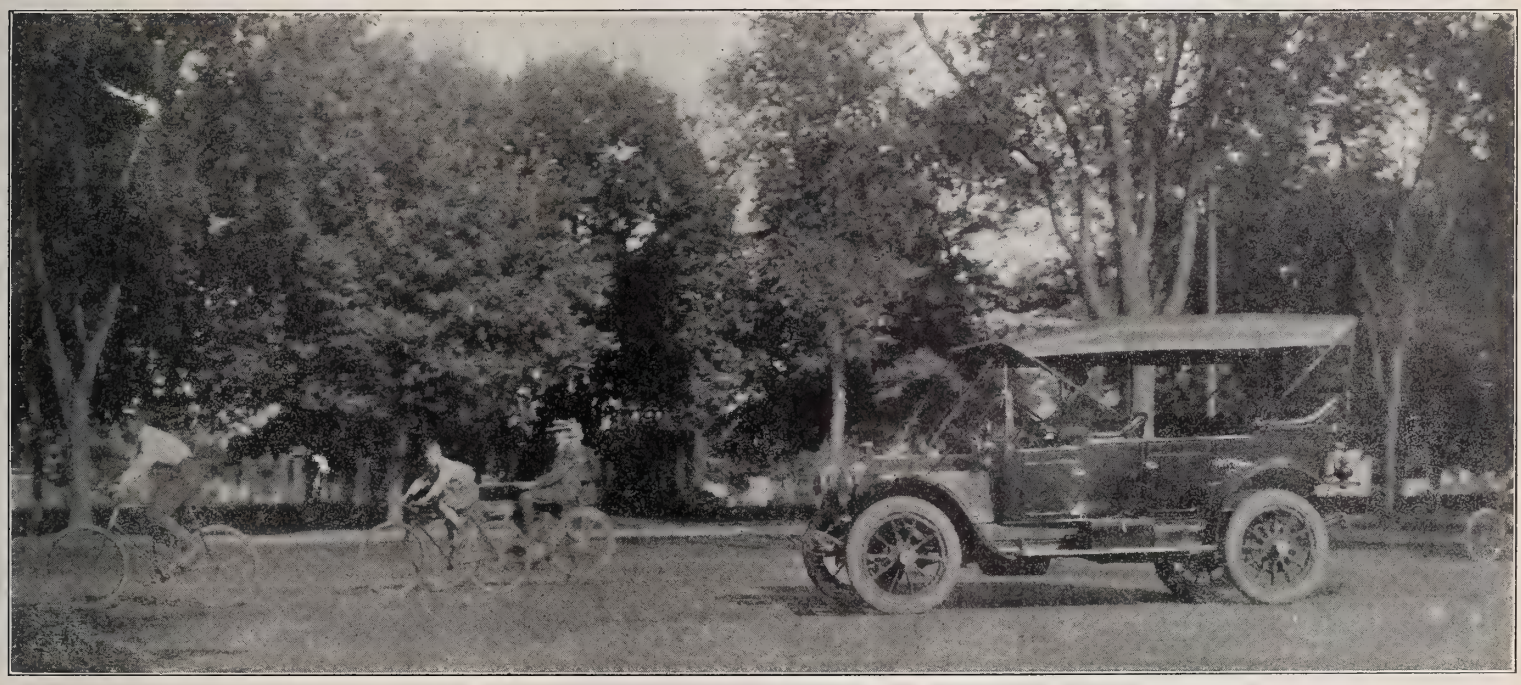
through the usual procedure, was resolved into a committee of the whole, and the Parade Committee formed, with Mr. J. A. Hall, of Brooklyn, selected as chairman. The work of electing the various officers of the parade resulted in J. A. Hall as grand marshal, Dr. J. P. Thornley, chairman of F. A. M. competition committee, marshal of the motorcycle division; W. R. Stroud, marshal of the bicycle division.

The work of appointing the various committees was next in order. On finance, Mr. W. W. Davis and Mr. H. J. Wehman, of Brooklyn, and Mr. H. A. Gliesman and Mr. H. W. Zarr, of Manhattan, were chosen.

As is usual in such events, prizes will be given for special features, such as the best dressed club, the largest turnout, the best decorated wheel, both motorcycle and bicycle, and several special prizes to be announced later.

Among those present were Dr. J. P. Thornley, "Happy Days" Pitman, Messrs. Alex. Schwalbach, H. J. Wehman, J. A. Hall, W. Anderson, Mr. Schultz, Mr. W. W. Davis, and Messrs. Huyer, Stroud, Watt and Brazenor.

The second meeting will be held Monday evening, 9 o'clock, at 1213 Fulton street. All entries for the parade, both clubs and



ACCIDENTS OCCUR AT THIS POINT FREQUENTLY

Prize committee—Franklin Fisher, Empire City Wheelmen; Sylvain Segal, Century Road Club Association, and George Hausenbauer, Atlas Bicycle Club.

Press committee—J. Leo Sauer, Will R. Ritman, and the sporting editors of the New York Herald, Telegram, Times, Sun, World, Journal, Globe, Mail, and Brooklyn Eagle, Union, Times and Citizen.

A contribution fund was proposed, and favorably acted upon, to the extent that $22.00 were subscribed by those present. Arrangements will at once be made with one of the local papers to open a popular subscription list to provide the funds necessary to defray expenses.

Reports were received of various organizations interested in the sport taking up the movement in all sections of the city. Bob Lawson, of the Amsterdam Wheelmen, reporting that practically 200 members of that club would be in line. Many school clubs have signified their intention of taking part, and several Boy Scout clubs have been heard from. All local members of the Federation of American Motorcyclists have been notified, as have also all bicycle clubs in Greater New York.

individuals, should be presented at once to A. H. Patterson, 1080 Bedford avenue, Brooklyn.

Swartz Easily Beats Boyd and Renel.

Slashing out 50 second miles as regularly as clockwork, Eddie Swartz, the new star of the Pike's Peak town, rang the cash drawer for four first prizes at the motorcycle meet at the Lakeside motordrome on Saturday, 12th inst. Swartz was kept busy at all times, but always was there with the cash-getting sprint in the windups. Glen Boyd and George Renel, had a couple of speed bouts, all by themselves, in which Boyd got the decision both times. Summary:

Five mile open—Won by Swartz; second, Renel; third, Fleckenstein. Time, 4:00⅕.

Four mile open—Won by Swartz; second, Boyd; third, Fleckenstein. Time, 3:13⅖.

Two mile open—Won by Boyd; second, Fleckenstein; third, Renel. Time, 1:37.

Three mile open—Won by Swartz; second, Cassady; third, Fleckenstein. Time, 2:24⅗.

Four mile open—Won by Swartz; second, Boyd; third, Renel. Time, 3:13⅗.

Two mile match—Won by Boyd; second, Renel. Time, 1:37⅕.

"Old Hungry" Satisfied at Last!

"Doc" Morton, of the Queen City Bicycle Club, of Toronto, Ontario, one of the most notable figures in Canadian wheeling circles, has sold his racing outfit and retired after almost sixteen years of continuous racing. "Old Hungry," as he is sometimes called, suddenly came to the determination to step out of the game, for no other reason than that he wanted to give the youngsters a chance. At the very last meet in which he competed, held two weeks ago, he carried off several prizes, so that it can hardly be said that he is a "has-been."

Morton was one of the landmarks of the cycling game and was the most popular rider who ever sat in a saddle on the Canadian tracks. He will certainly be missed, as the crowd looked for him probably more than any other man, and his antics always brought forth a cheer. He was the holder of many championships in his prime, and has a house full of trophies.

Don't Want Exhibitions at Wandamere.

Jake DeRosier's wire demand for $200 for an exhibition ride at the Wandamere track, Salt Lake City, Utah, has sent Manager Ivor Redman aviating. Redman explodes that he will not give DeRosier a red cent to ride an exhibition, asserting that the Mormon public do not want exhibitions, but competition. Redman says that he will give Jake $100 a heat to ride against Seymour and Whittler in a three heat match. He also says that since Seymour cut Jake's record for the local track from 44 to 42⅕ seconds, DeRosier is not such a big card out there, and that he thinks Jake is afraid to meet Whittler.

BLIND RIDER GOES ON CYCLE TOUR

In Company With Sharp-Eyed Chum Takes Tandem Trip Through New England Full of Enthusiasm.

Herbert A. Putnam, a graduate of Perkins Institute for the Blind, South Boston, Mass., although totally blind since the age of nine, has found a way to enjoy the pleasures of cycling, and recently undertook and very successfully consummated, for one bereft of so important a faculty, a tour of unusual proportions.

Mr. Putnam is a resident of Springfield, Vermont, and in his business as piano and organ tuner has occasion to do considerable traveling throughout the surrounding territory. Eventually a happy arrangement was struck up with Carlton Lashua, whereby with the medium of a tandem bicycle, Mr. Putnam has a satisfactory and economical means of conveyance in the practice of his profession.



HERBERT A. PUTNAM AND CARLTON LASHUA

Through constant association finding Mr. Lashua a thoroughly reliable and trustworthy companion, although he is but 16 years of age, Mr. Putnam proceeded to develop the idea of taking a rather ambitious tour on the tandem down the beautiful Connecticut River valley to visit his sister living at Springfield, Mass.

Equipping themselves with regulation "U. S." knapsacks to carry their lunches and spare needfuls, they started on their week's outing with the best wishes of all the residents of the little town in the Green Mountain State. The road led directly to Charlestown, N. H., with sand in some spots. Shortly after leaving the latter place rain overtook the tourists and lasted for about one hour. Through the thriving town of Bellows Falls, Vt., 16 miles from the start, the road led, winding along the river with high hills on either side. Thence by easy stages on to Brattleboro, the most important town in southern Vermont and close to the state line.

Once over in Massachusetts, the cyclists got their first experience on state highways and were amazed at the fast time they could make with very little effort. Soon after crossing the line they had completed half the journey. On entering Greenfield, Mass., they had covered 65 miles. They were then in the heart of the world-famous Berkshires. Proceeding leisurely to Springfield on through Deerfield, Westbrook, Northampton, and Holyoke, Mr. Lashua entertained his less fortunate companion with interesting descriptions of the beautiful scenery of the section through which they were riding.

Many persons en route were greatly interested in the undertaking and not a little curiosity was aroused by the knapsacks, which bore the regulation army letters, "U. S.," causing many discussions as to whether they were trying out a new plan of mail delivery or were possibly secret service men, as some suggested.

The tandem used was of special make, shod with Fisk tires. They had no trouble whatever with their mount and arrived at their destination well pleased with the trip and in excellent health and spirits.

WARBLINGS FROM THE ORIOLES

Baltimore Riders Keep Things "Humming" —"Chic" Thomas is Recovering While His Understudy "Cleans Up."

Chic Thomas, the Baltimore motorcycle champion, who was injured in the races at Electric Park on the 12th inst., has been removed to his home, where he is rapidly recovering from the many wounds and nervous shocks, but will nurse for many a day to come a broken forearm and several broken fingers.

Freddy Tiemeyer, who has been Thomas's understudy for nearly a year, is now capably filling his engagements at the different county fairs throughout the state. Last week in Salisbury he succeeded in making a clean sweep of all the races on Wednesday, the 16th inst., lapping several of the contestants in the five mile handicap, and winning the three mile open by a good margin. He was nearly as successful on Thursday, the 17th inst., as he was beaten by inches only in the three mile handicap, in one of the most hotly contested races on the Eastern Shore. Tiemeyer came home an easy winner in the five mile handicap, and is making remarkably fast time for a half mile track, going miles at a 1:15 clip.

Little Dick Gintling, Maryland's youngest rider, is acting as manager for Tiemeyer, who will fill all of Thomas's remaining engagements at county fairs. He is using the machine which went through the fence at Electric Park with Thomas, and by all rules should have been smashed to smithereens, but escaped miraculously with a bent fork and handlebars. This machine Thomas has owned for three years. He had been so zealous in the care of it that he has never allowed any other rider but his protege Tiemeyer to try it out. The machine is a wonder as a consistent performer, and is actually faster in its third year than when it was new, and holds the records for every track in Maryland.

Stevens First in Kansas Road Race.

Averaging 40 miles an hour, Harley Stevens, on an Excelsior, won the 125 mile motorcycle road race from Wichita (Kan.) to Hutchinson and return, on the 13th inst. Stevens's time was 2:41:35. Wells Bennett, on an Indian, finished second in 2:50:50, and Ray Weishaar, Indian, wa sthird, in 2:57:12. Eight riders started, but half of them failed to finish owing to mechanical troubles and losing the road.

Allen Makes Good Time at Leroy Meet.

Leslie Allen, riding a Harley-Davidson, won the five mile motorcycle race at the automobile meet at Leroy, Ill., on the 15th inst. Time, 7:48. Max Goudy, Thor, was second, and Chester Zweng, Excelsior, third. The track was a half mile and the time is a record for it.

KRAMER DRAWS AWAY FROM RIVALS

National Champion Captures Another First —Clark Disqualified in Semi-Final— Goullet Wins Handicap Event.

Home again, with but a seven point lead over Jackie Clark in the national championship, Frank Kramer, the ten times holder of the honor, was called upon Sunday, the 20th inst., to take up the gauntlet once more in the one mile event for that title at the Newark Velodrome.

Kramer, DeMara, Goullet and Fred Hill qualified for the first semi-final; DeMara and Goullet got going early in the last lap, and Kramer, with Hill on, had all he could do to get by, just nipping Goullet at the tape. In the second semi-final, with Fogler, Clark, John Bedell and Crebs, the situation looked favorable for the former two, but going into the last lap Crebs, with a jump that all have learned to respect, came up on the outside. Clark, leading at the time, switched, and carried Crebs far up the bank; the latter's protest was sustained and Clark was disqualified, thus placing Fogler and Bedell for the final.

There was very little doubt regarding the final, albeit there was considerable surprise, as John Bedell attempted a steal in the fourth lap when Kramer was leading the bunch; the work was up to Kramer, and with Fogler and Hill on, the champion had hard work cutting down the 30 yard gain, but going into the last lap Bedell was overhauled and Fogler came up to make his bid. In stalling him off, Kramer rode high and Freddy Hill slipped through on the inside for second, in a finish wherein the width of a tire separated the men, Kramer taking first and Fogler third. John Bedell, despite his hard work, had to be satisfied with fourth place.

Goullet, with 20 yards, accounted for the five mile professional handicap, winning out in a hard battle from Fogler, who had 35 yards. The scratch men, Kramer and Clark, were overhauled by Johnny King (275) in the first lap. The honor men retired after riding nine laps. The back-markers overhauled the leaders at two miles, due to the hard riding of Macfarland and John Bedell, and from then on the field settled down, until at four miles, when Ernest Jokus jumped and got away for a big lead. After a warning from Referee Bardgett, the bunch got working and Jokus was overhauled. Goullet led at the bell, although Fogler made a great bid, he was unable to do better than second. Freddy Hill (90), was third, while Menus Bedell, W. C. Mitten and Walter DeMara finished in the order named.

The amateur back-markers were shut out entirely in their half mile handicap, Harry Cordes (70) winning, Gus Wohlrab (30) finishing second. Carl Ericson led Alvin Loftes and Gus Wohlrab over in that order in the two mile open amateur. Summary:

Half mile handicap—Won by Harry Cordes (70); second, Gus Wohlrab (30); third, H. F. Abbott (60). Time, 00:59⅕.

Two mile novice—Won by Wm. Segelkin; second, George McLakas. Time, 4:42⅘.

One mile national championship, professional—Won by Frank L. Kramer; second, Fred Hill; third, Joseph Fogler; fourth, John Bedell. Time, 3:13.

Two mile invitation, professional—Won by Walter DeMara; second, Eddie Root; third, Teddy Billington; fourth, Menus Bedell; fifth, David Mackay. Time, 4:47⅗.

Two mile open, amateur—Won by Carl Ericson; second, Alvin Loftes; third, Gus Wohlrab; fourth, Frank Blatz. Time, 4:13⅗.

Five mile handicap, professional—Won by Alfred Goullet (20); second, Joseph Fogler (35); third, Fred Hill (90); fourth, Menus Bedell (120); fifth, W. L. Mitten (100); sixth, Walter DeMara (110). Time, 10:17.

Fisher Shows His Speed at Long Branch.

Franklin Fisher, one of the Empire City Wheelmen unquenchables, journeyed down to the Long Branch (N. J.) Carnival on Saturday, the 12th inst., and demonstrated his flat-floor expertness in a mile race over a quarter mile stretch requiring three reverse turns, doing the mile in 2:55⅗.

Fisher was rewarded for winning with a solid silver loving cup 16 inches high. Warren Beek and O. Hance, both of Long Branch, were second and third respectively.

Peoria Club Re-elects Its Officers.

The 30th annual chicken run and meeting of the Peoria (Ill.) Bicycle Club brought out 34 veterans on the 4th inst. After a bountiful dinner at the rendezvous, Crawl's Hotel, Mossville, the regular meeting was held and officers were elected, the present incumbents being unanimously reinstalled: Guy T. Mowatt, president; Chas. P. Watson, secretary; M. X. Chuse, treasurer.

Seres Wins First Race for Grand Prix.

Seres, Vanderstuyft and Bruni, all veterans, were the contestants in the first section of the series to decide the qualificants for the Grand Prix de France, in a one hour motor-paced race, on the 10th inst., at the Velodrome Buffalo, Paris. Seres won, covering 67.250 kilometers in the hour; Vanderstuyft was second with 65.750 km., and Bruni third with 60.950 km.

Marylanders on Run to Westminster.

Westminster was the destination of the Maryland Motorcycle Club on Sunday, the 20th inst., and was the first real run the club has held since the holiday season, nearly all of the members having been touring and away from the city for several months. Capt. H. Matthey Gault and his riders left the city early in the morning.

WALTHOUR WINS GRAND PRIZE

After Stubborn Struggle with Frenchman Covers 100 Kilometers in Fastest Time —Galvin Has Bad Luck.

Eight riders lined up in the 100 kilometer motor-paced race for the Grand Prize of Berlin, on the 13th inst., at Olympia track, Berlin, Germany. Owing to the smallness of the track it was decided to run the race in two sections, the time of all the riders to be taken and the winner to be determined by time only, the two sections thus scoring as one race.

Robert J. Walthour and J. Frank Galvin, the American pace-followers, who contested, were placed in separate sections, and each put up an excellent race. Walthour in riding the fastest time in the first section, was continually challenged by Miquel, the competition between them being very keen throughout the race.

The second section, with Janke, Stellbrink, Galvin and Ryser up, started off at a terrific pace, all the track records to and including 10 kilometers being broken. Galvin put up a game though losing fight, being compelled to change wheels twice, and finally his pacemaker lost the guardroller from his machine. Due to approaching darkness, making it impossible to finish the full distance, the section was called off at 75 kilometers. The time of Janke, the leader, only was taken. A distance of 1,520 yards separated Stellbrink from the leader, while Galvin at the time was over six miles in the rear.

There were eight prizes, respectively equal to $750, $600, $500, $425, $350, $300, $250 and $175.

Summary:

Name.	Section.	Distance.	Time.
Walthour	1st	100.000 km.	1:18:59⅕
Scheuermann .	1st	100.000 km.	1:19:20⅖
Miquel	1st	100.000 km.	1:20:40
Janke	2nd	75.200 km.	0:58:54⅕
Dickentmann..	1st	Quit in 92nd lap.	
Stellbrink	2nd	Time not taken.	
Galvin	2nd	" " "	
Ryser	2nd	" " "	

Broken Valve Plea Obtains Mercy.

Somebody once said, "a poor excuse is better than none," and circumstances often confirm the logic of this ancient oracle. Charles J. Davis, of Brooklyn, N. Y., one of the half dozen motorcyclists suspended for failing to ride at the meet at North Asbury Park, N. J., on July 4th, put in a defense to the chairman of the competition committee that he could not ride because he had a broken valve. Whereupon the chairman quite properly agrees with him, but says that he should have notified the promoters, and then, tempering justice with mercy, remits the unexpired portion of Davis's six months' sentence. Moral for racing men: Carry either spare parts or excuses to race meets.

CRESCENTS STIR CYCLING WORLD

Establish New Mileage Records by Riding Over 30,000 Miles in Seven Months—United Clubs Active.

The approach of fall with its cooler weather will bring about a great increase in the activity of the Baltimore, Md., cycling enthusiasts, and the members of the Crescent Bicycle Club, the oldest cycling organization in the city, are making extensive plans for the balance of the year, which has to date been the most successful in the history of the organization.

The 1911 century mileage contest continues to break all records, and both the mileage and centuries reported thus far this year exceed the totals during any entire previous year. As the mileage ridden by the members during the fall months is generally the heaviest of the year, the records which will be set by this contest at the end of this year will probably stand for some time to come. The report of the contest just made gives the standing of the members up to the first of the present month, and shows that Charles H. Thoms still holds the lead, but August Leimbach has ousted his brother from second position. Mommer still holds fourth place, but a number of changes occurred further down the list. During July the members reported 6,050 miles and ten centuries, which makes a total of 30,596 miles and 71 centuries reported since the first of the year. The standing of the leaders in the century mileage contest to the first of the present month follows:

First, Charles H. Thoms; second, August Leimbach; third, William Leimbach; fourth, Frederick E. Mommer; fifth, Frederick M. Sanborn; sixth, Langdon M. Sanborn; seventh, Alfred J. Baker; eighth, J. Frederick Huber; ninth, George Peilstocker; tenth, John W. Trost; eleventh, S. Edward Berigtold; twelfth, Thomas W. Baker; thirteenth, Frederick S. Plitt; fourteenth, Charles Baquol, and fifteenth, Frank Fertitta.

The run attendance contest is also furnishing an unusually close fight, the lead still being held by August Leimbach and Charles H. Thoms, both with a score of 120 points, which is a perfect record. Frederick M. Sanborn and William Leimbach have each missed one run and are tied for second position with scores of 115 points. If these four riders keep up their excellent record until the end of the year, some difficulty will no doubt be experienced in awarding the prizes.

The touring spirit still pervades among a number of the members. A number of long distance runs will be held by the club this fall, among which will be trips to Frederick and Washington.

The members of the Crescent Bicycle Club, of Baltimore, Md., pedaled to Middle River, Sunday, the 20th inst., to inspect the course of their nine-mile road race, to be held on Sunday, September 17th. The road was found in excellent condition and by far surpasses any other course around the city at the present time. The start will be made at a point about a half a mile from the Middle River bridge, thence direct to Chase Station, around the loop there and return, the finish to be at the starting point.

Two class races for club members were held over the course, one for class D and the other for class E riders. Thoms, the winner of the class D, made fairly good time, riding the nine miles in 26 minutes 5 seconds, or about a 2:50 clip. The first three to finish in the races were as follows: Class E—First, L. M. Sanborn; second, J. F. Huber; third, T. W. Baker. Time, 28 minutes flat. Class D—First, C. H. Thoms; second, William Leimbach; third, F. M. Sanborn. Time, 26:05. This advances Charles H. Thoms to class C and Langdon Sanborn to class D.

A large crowd witnessed the speed trials of the United Cycling Clubs of Baltimore, Sunday, the 20th inst., at Electric Park. The entry list was well filled, the racing was spirited, and close finishes were in order. The results were as follows:

Half-mile sprint—Won by Edgar R. Boehm; second, Arthur S. Boehm; third, W. W. Shaw. Time, 1:41.

Two mile boys' race—Won by John Kelly; second, Orville Cox; third, C. Wohrna. Time, 5:45.

One and a half mile lap race—First lap won by E. R. Boehm; second lap won by E. R. Boehm; third lap and race won by A. S. Boehm; second, E. R. Boehm; third, W. W. Shaw. Time, 3:50⅕.

Two mile handicap—Won by John Ruhl (50 yards); second, C. Wohrna (125 yards); third, E. L. Sauerwald (90 yards). Time, 5:19.

Half mile tandem exhibition and human-paced race—Tandem team, G. E. Towson and E. R. Boehm; followers, A. S. Boehm. Time, half mile, 1:12; William Martell, time, half mile, 1:17.

Half mile tandem exhibition—Team, Lyell Bossom and Paul Sherwood. Time, 1:10½.

Following are the point winners: Edgar R. Boehm, 10; Arthur S. Boehm, 8; John Ruhl, 5; John Kelly, 5; Charles Wohrna, 4; Orville Cox, 3; Wilbur W. Shaw, 2; Edward L. Sauerwald, 1.

The officials were: Starter, Charles Bokemeyer; judges, E. Star, C. Mayer, J. Leake; timer, Ralph Miller; checker, LeRoy Hook; clerk of course, W. H. Helfrich.

Monday evening at 8:30 o'clock the United Cycling Clubs held a meeting at their temporary headquarters, 131 North Fulton avenue.

No Labor Day Races at Springfield.

It is stated on very good authority that the proposed motorcycle meet on the Springfield (Mass.) Stadium on Labor Day has been declared off. Inability to secure the riders desired is said to be the reason.

GOULLET BEATS MORAN AT BOSTON

Chelsea "Bulldog" Loses Paced Race by Accident—Lawrence Humbles Nat Butler—Turville Best Amateur.

Alfred Goullet and Percy Lawrence were the big winners in the professional events at Revere Beach saucer, Boston, the 19th inst. Willie Turville again demonstrated his ability, in a heady ride in the pursuit race for amateurs, winning that event in two miles and three laps; in that distance riding a ring around F. Herbert and Arthur Connors respectively.

Goullet won in straight heats in his match with Jimmy Moran; the first heat being a half mile, in which Goullet led all the way and won by half a length. The second was at five miles, motor-paced. Moran started early to make a runaway, but snapped a chain at four miles, and Goullet finished a winner by three laps. In the 25 mile motor-paced race, Percy Lawrence defeated the veteran, Nat Butler, by four laps and Walter DeMara seven laps. Summary:

Match race, professional—Alfred Goullet vs. James Moran. First heat, half mile, unpaced—Won by Goullet. Time, 1:25. Second heat, five miles, motor-paced—Won by Goullet. Time, 10:12⅘.

Five mile pursuit, amateur—Won by Willie Turville; second, F. Herbert; third, Arthur Connors. Distance, two miles three laps. Time, 5:43.

Two mile lap race, Class B professional—Won by Dennis Connolly; second, Percy Cutter; third, J. Grant. Time, 4:37⅗.

Twenty-five mile race, motor-paced, professional—Won by Percy Lawrence; second, Nat Butler; third, Walter DeMara. Time, 38:32.

Military Test on Canadian Roads.

Percy A. McBride, a well-known motorcycle dealer of Toronto, Canada, has just made a sensational road trip to Ottawa, the Dominion capital, 325 miles from Toronto, accompanied by Captain McCarthy of the 34th Regiment of Ontario, who was giving the motorcycle a test, from a military standpoint. The latter carried a dispatch from Colonel Hemming, of Toronto, to the War Department at Ottawa, while McBride was the bearer of an official message from Mayor Geary to the Mayor of Ottawa. Straddling 4 horsepower stock Excelsiors, single, the pair were only 14 hours on the road, which meant an average of 23 miles per hour over all kinds of roads. In several places the highways were wellnigh impassable, one stretch, from Napanee to Brockville, causing considerable trouble in the way of punctures. The feat made a decided impression upon the military authorities, who have been looking kindly upon the two-wheelers ever since the annual encampment, when a corps of motorcyclists acted in the capacity of scouts.



What One HARLEY-DAVIDSON Did in Police Service

On July 1st, 1910, the police department of La Fayette, Ind., purchased a Harley-Davidson. Since that date this machine has been in constant use. It is ridden during the day by one policeman and at night by the other, resting only between calls. To date it has travelled over 5,000 miles without breakage or replacement.

That's Harley-Davidson Service

HARLEY-DAVIDSON MOTOR COMPANY

955 L Street **MILWAUKEE, WIS.**

Outlook Bright for Hicksville Meet.

Success is now assured the Hicksville Athletic Club's bicycle carnival, which will be held at Hicksville, L. I., Sunday, Sept. 3rd, as entries have been received representing practically every road-riding club in the metropolitan district.

That fast time will be made in all the events and very probably new records in the half mile, two mile and five mile, which are handicap sessions, is practically assured by the entries of Franklin Fisher, Flat-Floor Flier of the I. A. A. C.; Stanley Carmen, of the New England Wheelmen; Chas. Hausenbauer, the former 100 mile record holder, and Jerome Steinert, last year's quarter mile amateur champion.

The Atlas Bicycle Club, Brooklyn's cycling organization, has scheduled a run to the scene of activities to support with collective enthusiasm several members who have entered the events. Other Greater New York clubs are preparing to do likewise. The events are open to all amateurs. Gold, silver and bronze medals will be awarded. Entries close Aug. 29th, with Jerome Steinert, secretary, Hicksville Athletic Club, Hicksville, L. I.

Suspensions by N. C. A. Board of Control.

Chairman R. F. Kelsey, of the Board of Control, N. C. A., announces the following suspensions for participating in an unsanctioned race meet, held on the West Hudson Oval, Harrison, N. J., Sunday, the 13th inst.: Salvater Perez, Orville Hatfield, John Brennan, George Schaffer, Harry Skelly, Edward Grove, George Rocco and Harry McGee. Pending investigation now in progress, all are under indefinite suspension. Some are known to have ridden under assumed names. Interesting results of the inquiry are to be expected, as the N. C. A. is determined to visit its severest punishments on all who offend the rules of clean sport in so flagrant a manner.

Three Marylanders on Endurance Run.

Three members of the Westminster (Md.) Bicycle Club, Ray C. Green, Roy Haynes and Harry Layfield, took a long endurance run, starting from Westminister on Sunday morning, passing through Littlestown, Hanover, York, Wrightsville, Columbia, Lancaster, Coatsville, Tarrytown, and Philadelphia, reaching the latter place at 4 o'clock Monday morning. They crossed by ferry to Camden, N. J., and then rode ten miles in that city, returning to Philadelphia by ferry. They then proceeded to Wilmington, via Chester, reaching Wilmington at 12 o'clock noon. They passed through Elkton, Havre de Grace and Belair, finishing the run at 1:30 o'clock Tuesday, and covering a distance of 249 7/10 miles without sleep or accidents. The riders consider this the hardest endurance run taken by any cyclers in Maryland, as it was made in 40 hours and 30 minutes, which is considered very good time, as the roads were in bad condidtion from Wilmington to Baltimore.

N. C. W. Retain Lissner Trophy.

The New Century Wheelmen, of San Francisco, successfully defended the Lissner trophy cup on the occasion of the run-off of the challenge of the Acme Wheelmen, of Oakland, at the Stadium in the former city, Sunday, the 13th inst., in a 40 mile eight men relay race.

The Acme riders held the lead for three relays, in the fourth, W. Hammett, of the New Century, put his team a lap to the good, and they were never headed after that, winning in 2:05:56; incidentally the New Century men made the fastest time in every relay after the second.

Immediately after the race the Garden City Wheelmen challenged the winners, the distance to be 30 miles with teams of six men, to be decided on the Stadium, Sunday, August 27th. Score:

First relay—E. Carroll, Acme, time 18:27; W. Bellenzer, N. C. W., time 18:27⅗. Second relay—R. Martin, Acme, time 21.05; R. DeLong, N. C. W., time 21:05⅕. Third relay—G. Knabenshue, N. C. W., time 14:28⅕; R. Prior, Acme, time 14:46. Fourth relay—W. Hammitt, N. C. W., time 14.00; E. Goodow, Acme, time 14.29. Fifth relay—E. Costello, N. C. W., time 13:41; B. Hartwell, Acme, time 13:58. Sixth relay—R. Bush, N. C. W., time, 14:23; E. Rausher, Acme, time 16:30. Seventh relay—A. Sangalli, N. C. W., time 14.03; B. Clark, Acme, time 14:56. Eighth relay—A. Born, N. C. W., time 15:48; H. Hoffman, Acme, did not finish.



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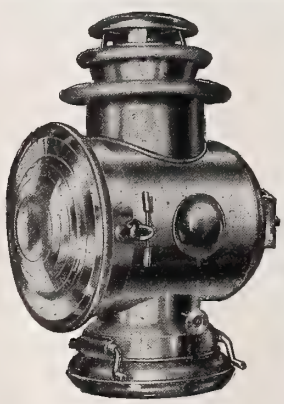
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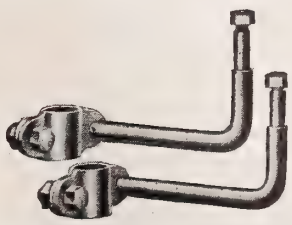
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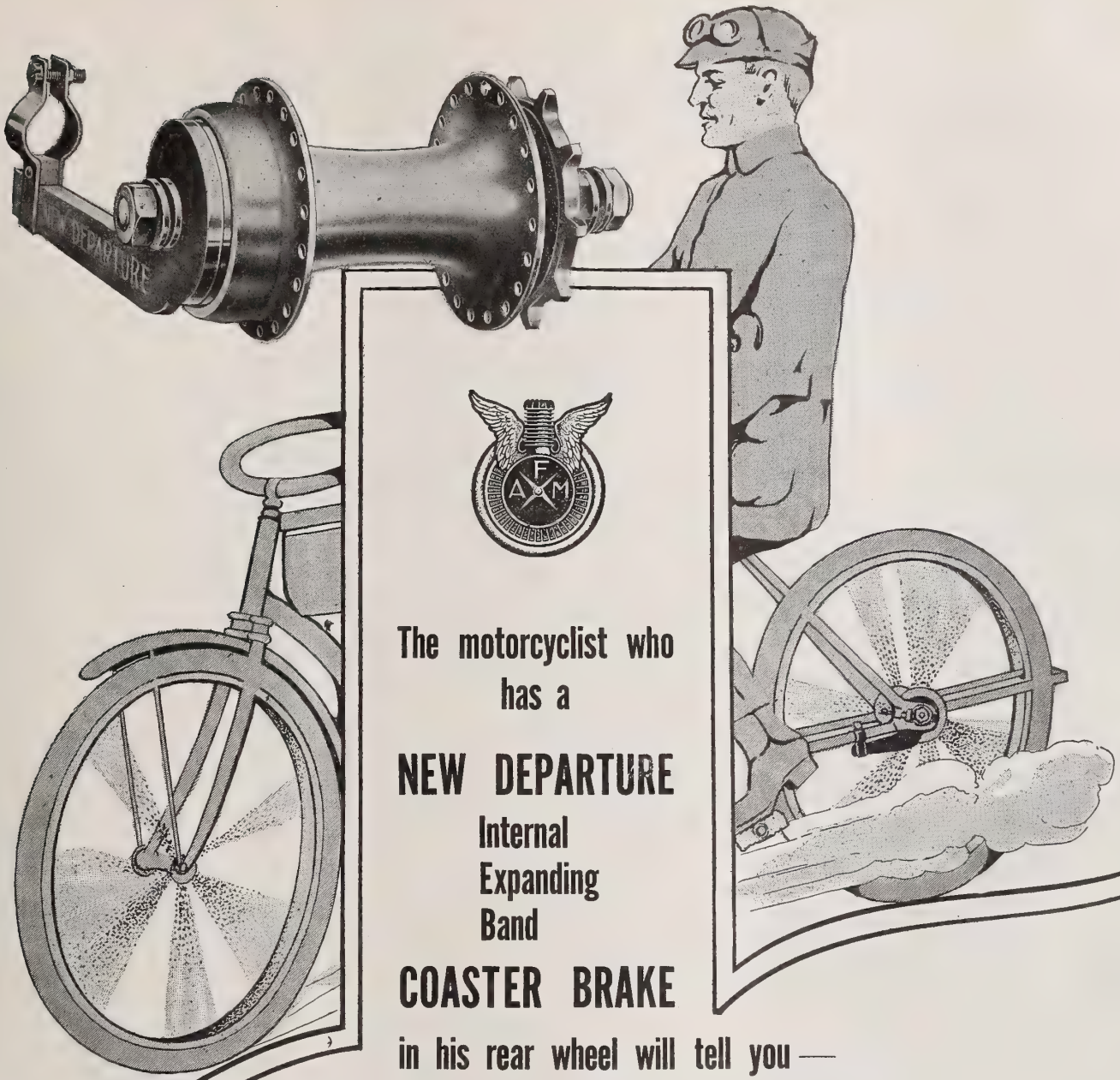
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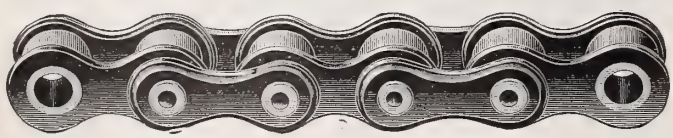
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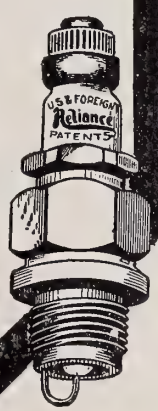
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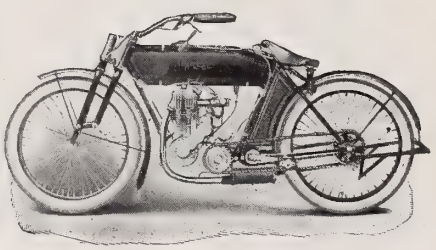
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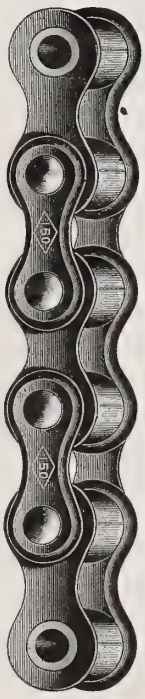
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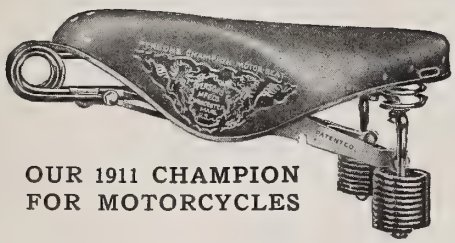
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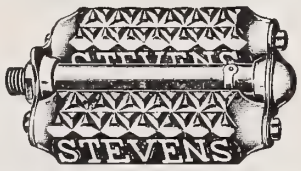
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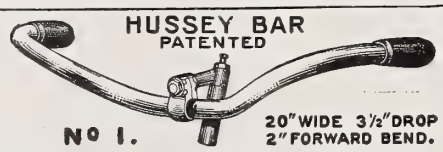


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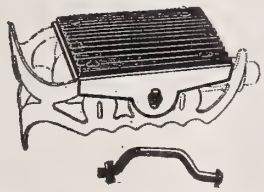
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much unnecessary motorcycle trouble, provided that the 25 cents is invested in getting by mail, prepaid, a copy of

"Care and Repair of Motorcycles"



¶ In its new, revised, 1911 edition it has been amplified and enlarged to include matter and illustrations relating to the more recent improvements on American motorcycles, such as mechanical lubricators, free engine clutches, two-speed gears, magnetos, etc., together with special sections concerning motors, valves, carbureters, fuel and important general subjects, all plentifully illustrated.

¶ "Care and Repair of Motorcycles" is sent prepaid to any part of the world for 25 cents. It is a book that every motorcyclist and every motorcycle repairman should have.

The Bicycling World Co.
Tribune Building New York City

4000 Motorcycle Cases at 60% Reduction
Goodrich Moulded and G & J Flat

1000 M. & W. Tubes at 33⅓% Reduction
Prices to Dealers and Jobbers

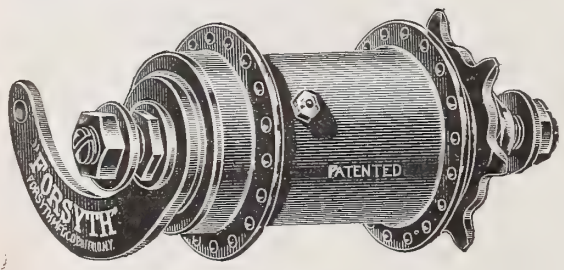
Model "A" Merkel-Light at $150

Write for catalogue and discount.

F. A. BAKER & CO.
10 Warren St. NEW YORK

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

A good dealer, like a good housekeeper, ought to keep in stock certain staple articles.



For instance

The Famous Forsyth Coaster Brake

This coaster brake has won its own way on its own merits and for years has given entire satisfaction to its users.

Forsyth Motorcycle Pedals

Made to stand up and do stand up.

Forsyth Specialties

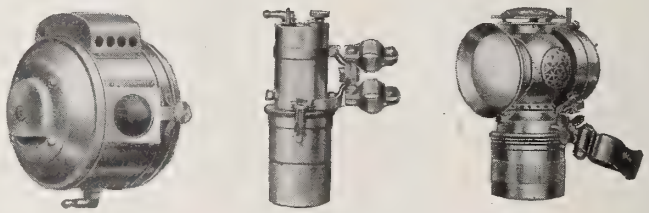
Chain Guards and All Connections.
Brake Levers and Connections.
Brakes, Wrenches and Many Other Useful Articles.

Echo All-Ways Extension Handle Bars

Fits any stem.

FORSYTH MFG. COMPANY, Buffalo, N. Y.

The Lamps All Cyclists Need



The first gas lamp for cyclists on the market was a Solar Lamp. Solar Lamps have always led in improvements. They are the most up-to-date lamps sold.

They are heavy-gauge one-piece brass—the strongest lamps made.

Anything that you want in a bicycle lamp can be had in a "Solar."

Have one on your motorcycle or bicycle.

See them at dealers, or write for the catalog.

SOLAR LAMPS

Badger Brass Mfg. Co.
Kenosha, Wis. (129) New York City

SUPPLIES
CYCLE
MOTORCYCLE
AUTO
MACHINISTS'

WE specialize on prompt and full shipments. Our catalog on

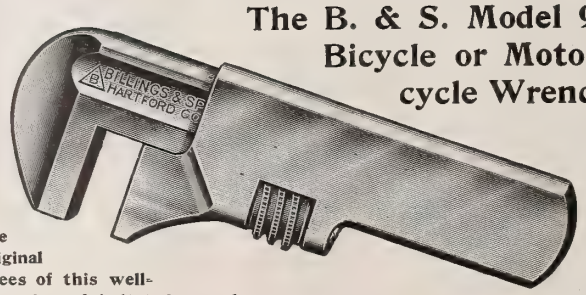
Cycle and Motorcycle Supplies

is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

Write for Catalog B

MOTOR CAR SUPPLY COMPANY
1451-1453-1455 Michigan Blvd. Chicago

The B. & S. Model 97 Bicycle or Motorcycle Wrench



We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

THE BILLINGS & SPENCER CO., Hartford, Conn.
CLAIRE L. BARNES & CO., McCormick Bldg., Chicago



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

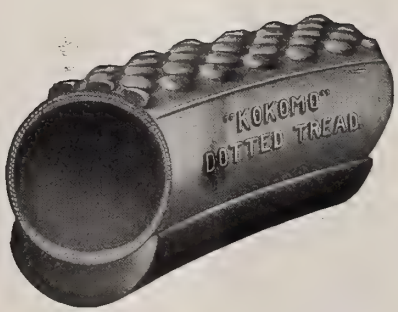
KOKOMO

"Are you profiting by what we offer you in Kokomo Tires?"

Repeat orders, year after year, with a flood of orders from new friends each season, show that with Kokomo tires we hit the nail on the head as to what the public and the trade want in tire quality and prices.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.



Kokomo Dotted Tread

A tire that prevents skidding and is safe and reliable on wet, slippery roads and city streets. Of high quality and careful construction. Furnished in road weight or in thick tread.

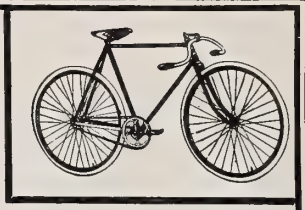


Kokomo Guaranteed Red Thorn

Made of red rubber, is extra heavy and is built especially for long service.



How to Satisfy Your Customers and Make Money

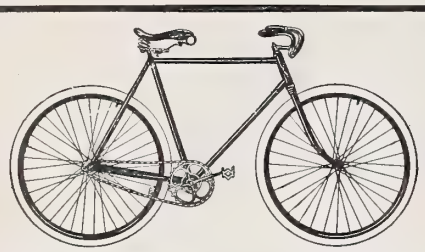


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

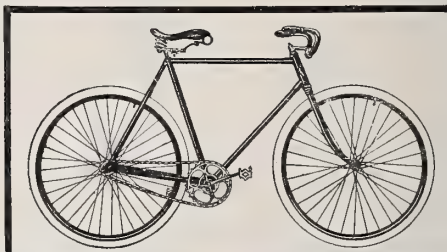
Consolidated Quality and Service Unequalled.



The Consolidated Mfg. Co.
1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



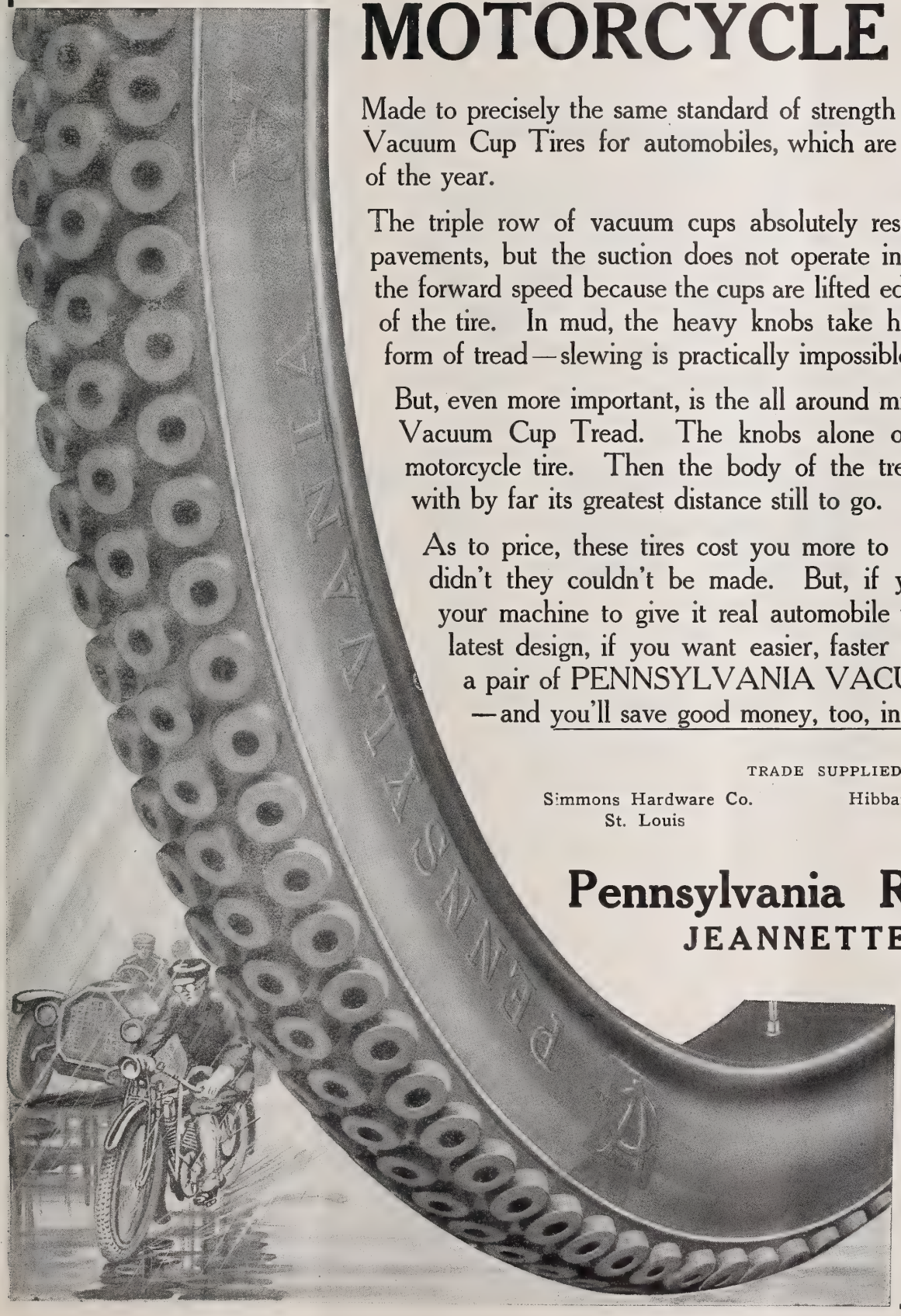
EMBLEM Motorcycles AND BICYCLES

Get Our 1912 Proposition It Is Alright

Emblem Manufacturing Co.
ANGOLA = (Erie County) = NEW YORK

Set a New Pace in Motorcycle Tire Service

Pennsylvania Vacuum Cup MOTORCYCLE TIRES



Made to precisely the same standard of strength and efficiency as our Vacuum Cup Tires for automobiles, which are the service sensation of the year.

The triple row of vacuum cups absolutely resists skidding on wet pavements, but the suction does not operate in the slightest against the forward speed because the cups are lifted edgewise by the rolling of the tire. In mud, the heavy knobs take hold as can no other form of tread—slewing is practically impossible.

But, even more important, is the all around mileage capacity of the Vacuum Cup Tread. The knobs alone outwear the ordinary motorcycle tire. Then the body of the tread goes into service with by far its greatest distance still to go.

As to price, these tires cost you more to buy. Yes. If they didn't they couldn't be made. But, if you think enough of your machine to give it real automobile tire equipment of the latest design, if you want easier, faster and safer going, buy a pair of PENNSYLVANIA VACUUM CUP TIRES —and you'll save good money, too, in the long run.

TRADE SUPPLIED BY

Simmons Hardware Co.
St. Louis

Hibbard, Spencer, Bartlett & Co.
Chicago

Pennsylvania Rubber Co.
JEANNETTE, PA.

BRANCHES:

1741 Broadway
NEW YORK CITY

1241 Michigan Avenue
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DETROIT, MICH.

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930 S. Main Street
LOS ANGELES, CAL.

917 First Avenue, South
MINNEAPOLIS, MINN.

The Rim of Quality in Every Detail



K & C
LOCK JOINT RIMS

Henniker, New Hampshire, September 2, 1911.

TO THE TRADE:

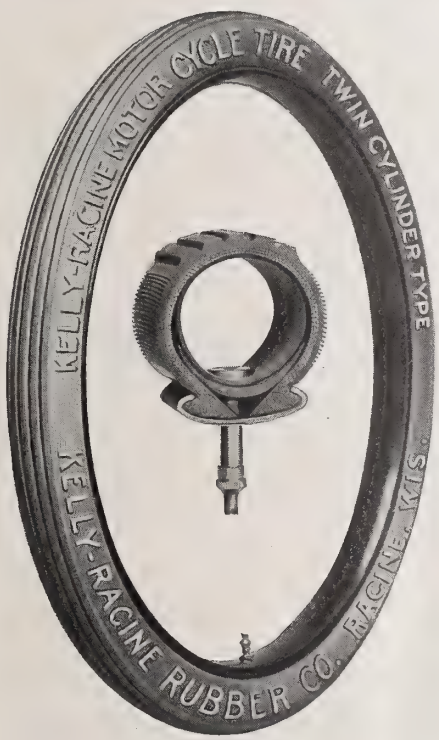
Our colored Lithograph Insert Sheets, for Catalogues, will be ready for distribution to the Jobbers in October. Jobbers intending to catalogue K & C Rims the coming year, should file with us as soon as convenient, the size of their catalogue and quantity of sheets they will require.

Yours very truly,

K & C MANUFACTURING CO.

Kelly-Racine Twin Cylinder MOTORCYCLE TIRES

Built for Business



Absolutely Non-Skid

For Heavy Duty **and Long Service**

This tire is a compound of pure Para rubber, the finest grade of Sea Island cotton and BRAINS. It is built on regular cores, the same as motor car tires, and the same kind of a tire-machine, thus insuring absolute uniformity of construction.

We are believers in the motorcycle business and we are contributing to its advancement in offering to it the finest kind of tire equipment that experience, skill and the resources of the most modern tire plant in the world can produce.

The Kelly-Racine Rubber Co. is closely identified with the motorcycle industry and will specialize in its requirements.

We recommend without reservation the Kelly-Racine Twin Cylinder Motorcycle Tire.

KELLY-RACINE RUBBER COMPANY, Racine, Wis.

POPE BICYCLES

In Conference at Headquarters

Our traveling representatives who have recently been in conference at headquarters are now rounding up their year's work and will soon be out in their respective territories, with full particulars of the 1912 Pope lines of high-grade bicycles.

1911 has been one of the greatest Pope seasons in the history of the industry and it is going strong yet. Our wheels have not for many years sold so well during the summer months and there is every indication of correspondingly large Autumn Trade.

The outlook for 1912 is even more promising and we predict that the sale of Pope Bicycles and Pope Motorcycles during the coming season will be larger and more lucrative for our dealers than ever before.

Start the new season right. If you are not already handling Pope wheels, don't close until you have learned our proposition—either through our representative or by mail.

Write US now, if you are in a receptive mood.

THE POPE MANUFACTURING CO., Hartford, Conn.

"Whitney" Chains Are Built for Strains



Manufacturers who use chains on their machines should get our catalogues and prices before deciding the transmission problem for the coming year. "Whitney" Chains are famous for their strength and wearing qualities. Wherever chains are used the name of "Whitney" is known as the mark of chain perfection. Every "Whitney" Chain has a reputation back of it. A reputation of having been tested in the most trying service and never failing to make good. They are made by specialists, in a factory especially equipped for the making, with years of experience to back them, made from material chosen for quality, regardless of cost. If you are not a user of "Whitney" Chains it will pay you to try one when making replacements and get acquainted with its merits.



THE WHITNEY MFG. COMPANY, Hartford, Conn.

FLANDERS MOTORCYCLES

Now Begin To Talk

NIGHT LETTER TELEGRAM

Toledo, Ohio, Aug. 18th 1911.

MR. ROBERT M. BROWNSON,
President, Flanders Mfg. Co., Pontiac, Mich.

First Flanders "4" Motorcycle received, and is making big hit with all who see it and especially motorcyclists who are using other makes. They pronounce it a world beater. Closed contracts this week for over 100 machines. Advise us definitely about future deliveries. Harding County Fair next week. Congratulations on this big, beautiful and powerful machine shipped us. It will sell like wild fire.

H. W. BLEVINS,
Blevins Auto. Co.

The above is just a wire from one of those wise business men who did not wait to parley but came to Pontiac and done business with us, and he is now busy with business.

When the Flanders "4" Motorcycle appears in your town and is being sold like hot cakes at a County Fair, don't blame us for not giving you a chance, for we have started our campaign early without fear or favor to any one; also, just impress these words of Mr. Walter E. Flanders on your mind: "You can't place my name on a motorcycle, unless that motorcycle is absolutely RIGHT and it must sell for less than $200 with a magneto." You note we have the name, the magneto and the price $175, and the motorcycle is right. The man NOT selling Flanders "4" has some row to hoe.

FLANDERS MANUFACTURING CO., Pontiac, Mich.

Thor IV

is the Fastest Single Cylinder in the World

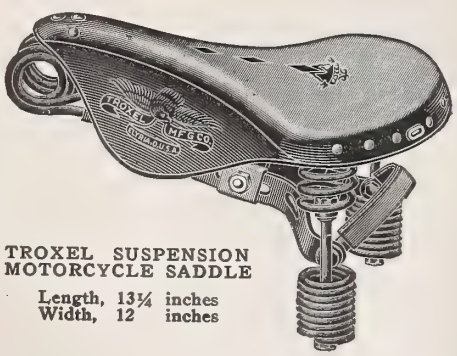
In the Private Owner Races at Chicago, Peter Wenk, on his own stock Thor IV is making miles in 58 seconds. Five miles in five minutes flat. That is the same machine that every Thor owner buys. Not a special.

Shorty Mathews, on a Thor IV with the addition of a few port holes does miles in 46 seconds and five miles in competition in 4.11, an average of 50 seconds to the mile.

You must agree with the THOR IV way of doing things. It is fast company.

Ride a Thor IV with a Free Engine Clutch and be in the front with the fast ones.

Aurora Automatic Machinery Company
Thor Building **CHICAGO, ILL.**

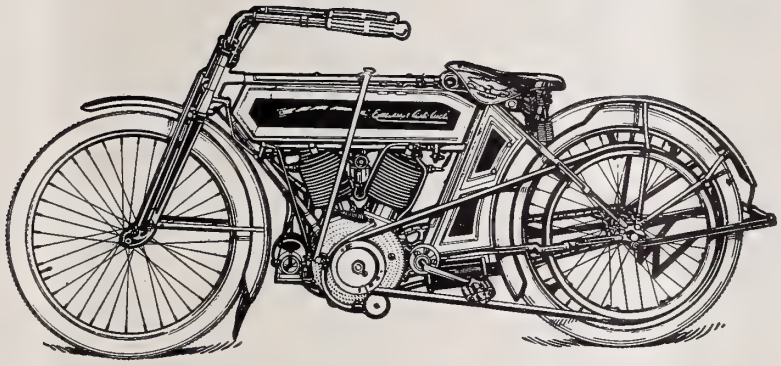


TROXEL SUSPENSION MOTORCYCLE SADDLE
Length, 13¼ inches
Width, 12 inches

On a TROXEL you are in right.

THE TROXEL MANUFACTURING CO., Elyria, Ohio, U. S. A.

Two World's Records Smashed!



Riding 1912 Excelsior
Joe Walters Wins Easily Over All Others

From Chicago Record-Herald, August 20

(The races took place at Riverview Park, Chicago)

Cheered by a big crowd and clocked by the world's champion motorcyclist, Jake DeRosier, the previous record holder, Joe Walters, of Chicago, continued his sensational riding at the Riverview motordrome last night and smashed two of the most important world's records held by DeRosier.

Walters made a show of Graves, Balke and Mitchell, and in the final heat of the Comiskey sweepstakes he lapped Mitchell and lacked but a few hundred feet of lapping Balke and Graves. Walters's time for three miles in one of the Comiskey even heats was 2:02⅖, beating De Rosier's world's mark of 2:05, established last April on the Los Angeles mile motordrome.

It was in the final heat of the same race that Walters toyed with the field, and with the most sensational burst of speed ever witnessed on a motorcycle track finished the five miles in 3:28⅖, beating DeRosier's world's record of 3:29⅕, made the same day he captured the three-mile record.

Walters also captured the Aviation sweepstakes by a decisive margin. This race was started by Earle Ovington, the aviator. The summaries:

Aviation sweepstakes, final heat, five miles—Walters, Excelsior, first; Balke, Indian, second; Mitchell, Merkel, third. Time, 3:32⅕.

Comiskey sweepstakes, five miles—Walters, Excelsior, first; Balke, Indian, second; Graves, Merkel, third. Time, 3:28⅖, world's record. In second qualifying heat Walters broke world's record of 2:05 by doing 2:02⅖.

This record proves that the 1912 Excelsior Auto-Cycle, though built as a general service machine, has vast speed possibilities. Walters gave some hint of these when he first rode a new 1912 Excelsior Auto-Cycle on August 5th, at the same motordrome. He landed inside the money in every event. A week later he won every race in which he entered. Now—with two world's records broken—the 1912 model Excelsior challenges the attention of every present or prospective motorcyclist. Further economies in factory operation in connection with multiplied output enable us to offer 1912 Excelsior Auto-Cycles $25 to $60 cheaper than ever before.

Excelsior Twin Cylinder, Magneto Model, formerly $310, now $250
Excelsior Single Cylinder, Magneto Model, formerly 250, now 225
Excelsior Single Cylinder, Battery Model, formerly 225, now 200

Exclusive 1912 Excelsior Features

Low, comfortable saddle position. Automatic oiling system. Low engine position, giving low center of gravity. Perfect carburation and lubricating systems. Shock absorbing spring fork. Vibrationless, silent motor. Long wheel base. Perfect belt transmission. Complete grip control. Large gasoline and oil capacity in copper tanks. Perfect balance. Any kind of tires you want.

EXCELSIOR SUPPLY COMPANY

2260 Union Avenue **CHICAGO, ILLINOIS**

EDWARDS-CRIST CO., Chicago Agents,
1404-6 Michigan Ave., and 1150 W. Jackson Blvd.

W. H. WHITESELL, Pacific Coast Distributor,
628 S. Spring St., Los Angeles, Cal.

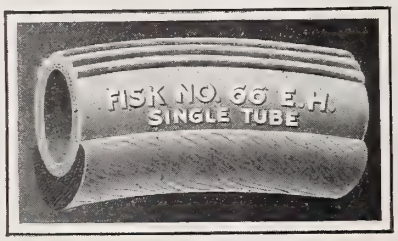
STANLEY T. KELLOGG, Eastern Distributor,
169 Beechwood Ave., Bridgeport, Conn.

MEAD AUTO-CYCLE CO., Western Distributor,
1374-6 Broadway, Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY

FISK
BICYCLE
TIRES

We Recommend These Tires for Extra Hard Usage



FISK NO. 66 EXTRA HEAVY EXPORT Tire combines exceptional strength and durability with resiliency—an unusually high grade road tire. It makes a lasting investment for those who want to pay for the Best.

A CAREFUL investigation of the tire trade shows that 75 per cent. of the high grade and medium price wheels manufactured this year will have Fisk Tires. Iver Johnson, Pierce, Snell, Pope, Yale and Emblem will all be standardly equipped with Fisk Tires.

SEND for our illustrated Bicycle Tire booklet. It contains a lot of information that is useful.

DEALERS: Make sure that your line of Fisk Bicycle Tires is complete.

THE FISK RUBBER COMPANY
Department E **CHICOPEE FALLS, MASS.**
Direct Factory Branches in Thirty Cities



BROOKS B130 — eminently suitable for lightweight Motor Cycles. Made in two sizes.

Comfort

The BROOKS Saddle is best for comfort—

It is best because it is constructed on scientific lines, and so designed as to effectually absorb vibration without the slightest tendency to bounce.

It is the original and only genuine compound spring Saddle, and its exclusive feature—the

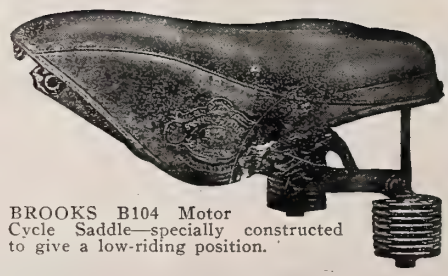
BROOKS

Compound Spring—is the only spring which yields that compensating action which is essential to the rider's perfect ease.

Now your customer wants comfort every time, and—

You ensure it when you fit the mount you sell him with a BROOKS.

J. B. BROOKS & CO., Ltd.
73 Criterion Works **BIRMINGHAM, ENG.**

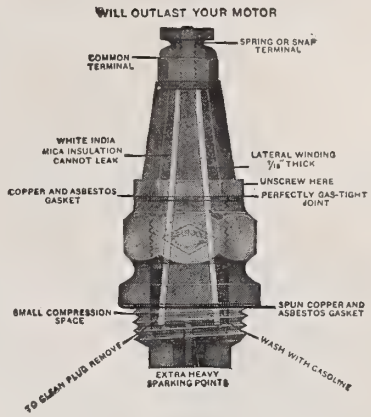


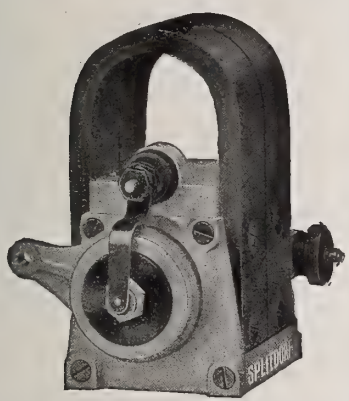
BROOKS B104 Motor Cycle Saddle—specially constructed to give a low-riding position.

More Sweeping Victories for
Splitdorf Motorcycle Plugs

Sixteen out of eighteen bitterly contested events at the Riverview Track, Chicago, July 29-30, won by motorcycles equipped with SPLITDORF Plugs.

Could there be a better argument than the fact that the crack riders and leading makers use SPLITDORF Plugs?





Splitdorf Motorcycle Magneto

Gives the same Perfect Ignition which has made the SPLITDORF product famous everywhere.

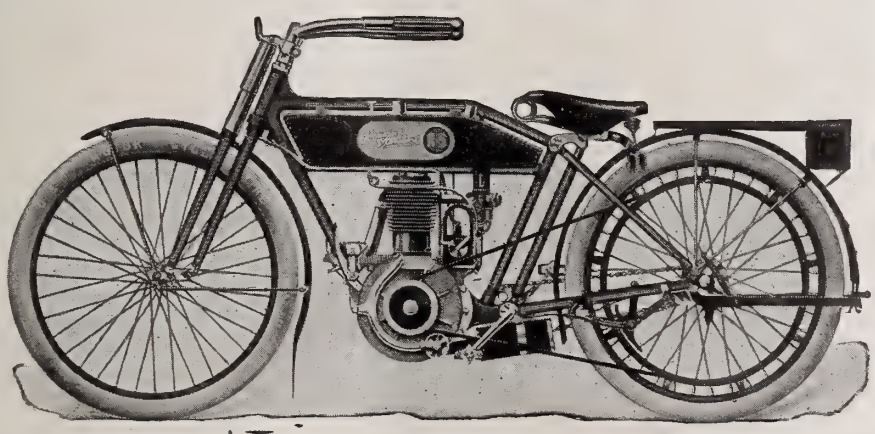
If you want satisfactory service every day specify SPLITDORF Magneto and Plugs for your mount.

C. F. SPLITDORF

Branch, 1679 Broadway — Walton Ave. and 138th St., NEW YORK

The Qualities That Make a Winner

are derived only from correct design, perfect material and skilled workmanship. The very best of them is embodied in



The Reading-Standard

Comfort, Safety and Satisfaction

are assured by our combination of shock absorbing seat post and the most elastic spring fork ever made, adjustable foot rests and low saddle position, double brake system, two distinct oiling systems, perfect balance and steering qualities, ball bearing motor and other exclusive features.

The Highest Quality at the Right Price

WRITE TODAY FOR NEW CATALOG AND OPEN TERRITORY.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

De Rosier on BLUE STREAKS Breaks Other World's Records in England



Jake De Rosier

John Bull Takes Off His Hat a Second Time to Jake De Rosier, the Invincible Defender of the World's Champion Motorcycle Records.

On August 4th, De Rosier, on the Brooklands track, tore off a mile in 40 4-5 seconds and at the same time made a new kilometer record, riding the distance in 25 1-5 seconds, the fastest kilometer ever ridden in England, or any other country.

This is but another interesting evidence of Blue Streak superiority—a superiority being proved not only in foreign countries but in our own country where **Goodyear Blue Streak Racing Tires** and **Goodyear Stock Motorcycle Tires** are sweeping everything before them.

Real Quality — That is Why

You can expect the same satisfactory results from any one of the Goodyear Quintette of Motorcycle tires. Each of the five tires is built for a certain road condition and each is built by the world's greatest automobile tire experts. Yet they cost no more than other standard tires.

Speediest Tires

You get more speed **out** of the Goodyear Tires because there is more resiliency **in** them. That's because the larger the tire is, the greater the cushioning effect, and the Goodyear Motorcycle Tire is built larger than most other makes of same rated size.

Most Enduring Tires

You get more wear out of them because the treads are both tougher and thicker than found on any other tire. Not a mere **claim,** but a demonstrable fact proved to the satisfaction of the most skeptical by a test in which our tread is compared with the tread of every other make. If ours isn't toughest, doesn't wear longest, it never reaches the market.

Best Materials Used

Goodyear Motorcycle tires are made of the finest grade New Para Rubber **properly compounded.** The fabric used is the toughest in existence and the plies are so thoroughly rubber coated that internal friction is practically done away with.

In Blue Streaks, the fabric is different than found in other racing tires. Instead of the usual **cross thread** weave, the fabric is all warp-thread, all run parallel. By laying one ply over another **at a certain angle** a degree of resiliency and strength is obtained that is found in no other motorcycle tire manufactured.

And this **resiliency**—the quality by which a tire absorbs road irregularities instead of forcing the engine to lift the load over them—is one of the underlying elements that have contributed so generously to Blue Streak Victories.

Goodyear Tires **stay on.** They are bound to the rim by beads, moulded, shaped and cured on exact duplicate of your own rim. They can't help fitting. They cling to the rim-clinch in a grip that can never **give** nor **let go.**

GOODYEAR
Blue Streak Racing Tires
Stock Motorcycle Tires

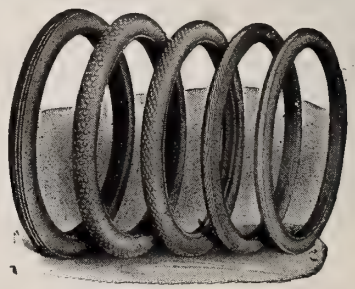
Use One of These Five Great Motorcycle Tires:

1. Goodyear Corrugated Tread Tires—For the average give-and-take road.

2. Goodyear Non-Skid Tires—For city use when pavements are often slippery and dangerous.

3. Goodyear Studded Tread Tires—For mud, sand, snow and ice travel. Great for endurance runs—mud can't gather on tread.

4 and 5. Goodyear Blue Streak Racing Tires.



The Goodyear Quintette

Send for "Tires of Old War Horse" The most interesting booklet ever written about motorcycle tires. Grips interest to the end. Also safeguards you against tire loss. Write for it tonight.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 of the Principal Cities (290) *We Make All Sorts of Rubber Tires*

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

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M-M WILL FORSAKE BROCKTON

American Motor Co. Makes Arrangements to Remove to Vincennes, Ind.—Large Plant to be Erected There.

Removal of the American Motor Co., of Brockton, Mass., manufacturers of the M-M motorcycle, to Vincennes, Ind., is announced by W. T. Marsh, treasurer of the concern. One of the pioneer makers of motorcycles in this country, the company has undergone several reorganizations during its career. The announcement states that a new and larger plant will be erected in Vincennes. Negotiations between the company and the Vincennes Board of Trade have been in progress for some time, and the announcement indicates that they have been brought to a consummation favorable to the parties interested. Upon learning of the impending removal of the plant from Brockton, the local board of trade sounded the company as to whether it would remain if special inducements were offered, and were told by W. T. Marsh that no offer of inducements to remain would be sufficient to persuade the company to change its plans. It is stated that the chief reason for removal is an increase in business which necessitates a new plant.

Flanders Co. Organized in Atlanta.

The Flanders Motorcycle Co., of Atlanta, Ga., has been organized in that city for the purpose of handling the Flanders "4" in the States of Alabama, Georgia, Florida and South Carolina. A retail branch will also be established in Atlanta to take care of the local business. Mr. George W. Hanson, who is the branch manager in Atlanta of the E-M-F Co. and the Flanders Motor Car Co., is the moving spirit in this deal, and Mr. M. Nabors, well known in the motorcycle and automobile trade in the South, is to be the manager of the new company. Already over 1,500 applications have been received for machines and 150 have been sold outright. Mr. Hanson states that he is receiving a great number of letters daily requesting agency contracts and catalogues. The announcement will be made later as to the location of this branch. The motorcycle industry has made great strides in Atlanta in the past few months and there seems no reason for doubt that that city will soon become one of the best motorcycle distributing points in that part of the country.

Have Flanders Agency for Cleveland.

Kumler Brothers, the latest concern in the motorcycle field in Cleveland, have opened up a store at 1769 East Fifty-fifth street Cleveland, O., formerly occupied by the Morse Motorcycle Co., handling the Flanders "4." Their first demonstrator has arrived and is attracting considerable attention. Notwithstanding the fact that they have only been open for about three weeks, they have eight orders for machines and many inquiries. In connection with the sales room they have a complete repair shop, capable of doing any kind of motorcycle work. Kumler Brothers are well known in motorcycle circles in and about Cleveland, and are among the pioneers to ride machines in Cleveland.

Gravatt Obtains Flanders Agency.

Frank P. Gravatt, 2714-2718 Atlantic avenue, Atlantic City, has secured the Atlantic county agency for the Flanders "4." Gravatt himself is a motorcycle rider of no mean ability and reeled off a mile on the Atlantic City boardwalk in 57⅘ seconds on a single cylinder machine not long ago.

PIERCE MACHINES INVADE JAPAN

American-Made Motorcycles to Run in "Land of the Rising Sun"—Yokohama Firm Takes Agency.

Following closely on the visit of Japan's naval hero, Admiral Togo, and his praise of the American motorcycle police, who acted as his escort, comes the announcement that the Pierce Cycle Co., of Buffalo, N. Y., has consummated what is probably the first contract for American motorcycles in the "Land of the Rising Sun," with Maruishi Shokai, of Yokohama, to handle the Pierce machines there.

The plans of the Pierce company for the coming year have already been made and call for considerable expansion and an extensive advertising campaign that will cover every field and necessitate a far larger appropriation than has been used for this purpose in recent years. This decision, reached after careful consideration, is the result of the phenomenal growth of the motorcycle industry in general and the Pierce business in particular, during the past year, and should set at rest once and for all the reports that have, no doubt, emanated from some inspired sources that a policy of retrenchment was to be followed next year by the Pierce company.

The contract with the Yokohama firm is also very significant, as it will without doubt prove an opening wedge for a large output in the Japanese Empire and do much toward increasing the popularity of the motorcycle in the Far East.

To Make Motorcycles in Ford Plant.

The old plant of the Ford Motor Company at Beaubien street and Piquette ave-

nue, Detroit, has been sold to Frank J. Gorman, of that city, for a consideration said to be near $200,000. Mr. Gorman says that a portion of the plant will be used for the manufacture of a new motorcycle, which is claimed to have many new features. The Ford plant is a very large one and particularly well adapted for a motorcycle factory.

Hold Up Your Arm When Turning!

"Motorcyclists who ride in city traffic can take a good tip from automobile drivers when about to slow, stop or turn corners suddenly, by holding out an arm just before they follow their intention," says a pioneer rider who ever is adopting new tips and tricks as he picks them up. "It is a small thing to do, but it gives warning to drivers behind and often will save many accidents and narrow escapes from mix-ups, if followed. Furthermore, such a signal is a slight courtesy to other drivers and is likely to instill in them a friendliness toward motorcyclists. Too much of this spirit cannot be created."

A Word to the Wise is Sufficient.

The tissue foil tube in which tire cement is now put up is little less than a fraud on the public. It is usually leaking when the user gets it, and it is so extremely frail that it jolts to pieces after a few miles in a tool bag. It is time someone gave us a package that will last until its contents can be used. —Motocycle News.

[Van Cleef Bros., 7709 Woodland avenue, Chicago, Ill., manufacturers of rubber cement, claim to use an exclusive form of non-collapsible container, which may prove to be the very thing the News seeks. Its plaint is a just one.]

Van Cleef Bros. Generous With Prizes.

Motorcycle clubs promoting contests and seeking prizes from the trade, will find Van Cleef Bros., 7709 Woodlawn avenue, Chicago, Ill., manufacturers of rubber cements, quick to respond with donations of their goods. In making its generous offer, the firm states that it believes club contests are of great benefit to the sport, and that it is very glad to encourage such contests by contributing prizes.

Cleveland Branch for Stewart & Clark.

In addition to offices just opened in Minneapolis, Kansas City and Indianapolis, the Stewart & Clark Mfg. Co. are opening a new office at 1849 Euclid avenue, Cleveland, O. Mr. H. A. Unger, who has been traveling in that territory for the company, will have charge of the new office and boost the Stewart Speedometer there.

Will Sell Tires at Youngstown.

The E. A. Wick Rubber Co., of Youngstown, O., has recently been incorporated with a capital stock of $3,000, to conduct a sales agency for motorcycle and automobile tires. The men interested in the company are well known in and around Youngstown.

ATLANTA DEALERS ARE LIVE ONES

Pioneer Dealers Great Boosters—Recent Road Improvements Give Great Impetus to Motorcycle Industry.

Good roads and the motorcycle industry go hand in hand. A half dozen years ago motorcycles on the streets of Atlanta or the roads of Georgia were so rare that they were positively a novelty, but now, owing largely to the constantly improving roads, these machines are almost as plentiful as bicycles. A greater influence naturally, however, in promoting motorcycling, are the dealers in any city, and Atlanta has some "live ones."

Among the pioneers is Gus Castle, proprietor of the Castle Cycle Company, at 93 North Pryor street, and a more progressive agent is hard to find. Years ago, perhaps twelve or more, there were practically no dealers in Atlanta who handled bicycle goods exclusively, with the exception of Gus Castle. He is the man who inaugurated and carried through so successfully the road races which were so popular in Atlanta, eight or ten years ago, and even at that time Castle was handling the motor-pacing machine. He sold the first pacing machine to Eli Winsett, who was the first pacer for Bobby Walthour. This was on Orient. He also furnished Walthour with Candy and Candy, Jr., ridden by Gussie Lawson and Eli Winsett, pacers for Walthour when he was at the zenith of his fame as a pace-follower. Mr. Castle handles the Harley-Davidson and has just closed a deal to furnish these machines to the trouble men and meter inspectors of the Atlanta Gas Light Company, and also to the police force of Fulton County. Five years ago the condition of the roads in this county would have made it impossible for the police to use motorcycles in their work of controlling automobile speeders.

Another old firm in Atlanta is the Elyea-Austell Company, at the corner of Pryor and Edgewood avenues. This firm carries both motorcycles and bicycles. Charles Elyea, the president, is an enthusiastic motorcyclist himself and one of the forceful moving spirits in the Atlanta Motorcycle Club, which has done more than any other one factor in that city to extend the popularity of the motorcycle. A great deal of the success of the last race meet held in Atlanta a few weeks ago was due to the untiring work of Mr. Elyea. This company has the Indian agency and reports that business has been exceptionally good during this season and that every prospect points to a continuation and even a further increase in both the motorcycle and bicycle business.

One of the comparatively new firms is the Roberts Cycle Company, located at 115 Whitehall street. Marvin Roberts is the proprietor of this firm and has been very successful in the motorcycle field for many years before he established his own business. This firm handles the Excelsior and Pope machines and have made many sales this season.

Opposite the new million dollar post office, on Walton street, is the store of the Motorcycle Supply Company, of which R. H. Colburn is the president. Mr. Colburn is a new comer in the field of motorcycle dealers in Atlanta, but is very popular with the riders and is what may be truly called "a live wire." He is president of the Atlanta Motorcycle Club and is the state commissioner of the F. A. M. It was largely through has efforts that the Atlanta club became affiliated with the F. A. M. His "pets" are the Merkel and Thor machines, and he keeps them on the move.

The National Motorcycle Company, at 311 Edgewood avenue, is operated by M. W. Arrowood, who is president of the company. This firm effectually "boosts" the Wagner. It was through the hustling abilities and perseverence of Mr. Arrowood that he sold a number of machines to the rural free delivery mail carriers.

The Belk-Buttrick Company, 74 Edgewood avenue, is a new motorcycle firm in Atlanta, having commenced business but a few months ago. It has the agency for the Emblem, the M. M. and the Reading Standard, and is not only doing much to popularize these makes but the motorcycle industry in general.

The excellence of the streets of Atlanta and the possibility of making long tours over almost any road leading out of Atlanta has given a new impetus to the motorcycle industry in this section, and in Atlanta especially. Where there was one five years ago there are a dozen now, and where they were used chiefly in business at that time, they are now ridden principally for pleasure. Georgia having established a system of good roads which bids fair in the next two years to give her the finest pikes in the South, has opened up a fertile field for the motorcycle industry. This is proven by the many firms which are now successfully handling the power-driven cycles. The experiment of putting the county police and the rural mail carriers of Georgia on motorcycles will be watched with interest, as this bids fair to become a splendid field for placing the machines. And it is safe to assume that other groups of persons who have to cover a long distance in a short time will be quick to take up the motorcycle. The motorcycle industry in Atlanta is just now in its infancy, and a dozen more years will see it many times greater.

New Company Organizes in Texas.

The Vim Motorcycle Sales and Supply Co., of Port Arthur and Beaumont, Texas, has been organized by P. F. Godley and G. W. Toberon, formerly of Chicago, and will handle the Flanders "4" in Jefferson county. The company will open display rooms about September 15th.

A Literary Trip on U. S. Tires.

Just why United States tires are claimed to be "America's predominant motorcycle tires" is entertainingly told in an attractively arranged brochure which is being sent out by the United States Tire Co., New York City. The charm of motorcycling is depicted on the cover, which shows a pair of motorcyclists gliding over a sand prepared road overhung by trees. In the first pages of the book is told the history of United States motorcycle tires, and how they are the "daddy" of American motorcycle tires, having been the first and grown up with the industry. How United States tires are built, the high grade materials and workmanship employed, and the rigid inspection system in vogue, all are dwelt on. The tires themselves then are taken up, illustrated and described, the Morgan & Wright in basket and nobby treads, and the G & J in corrugated and bailey treads. Useful tips on the care and repair of tires, and illustrated instructions on how to apply and detach a tire properly are given.

Corbin Announces 1912 Campaign.

Advance notices from the Corbin Screw Corporation state that their advertising and selling campaign will be opened at once for the season of 1911-12. The new advertising material will include a series of very attractive calendars, issued monthly, individual designs being used for each month. An entirely new line of booklets, transparencies, circulars, hangers and catalogs ready for distribution this month complete the offerings.

Sales during the past season on the motorcycle and bicycle brakes have doubled and the business on repair parts has been the lowest at any time in the history of the company in view of this evident universal satisfaction no changes whatever will be made in the design of the various models.

Standard Welding Opens Detroit Branch.

Announcement is made by the Standard Welding Co., Cleveland, Ohio, of the opening of a branch office in Detroit, Mich., on the 11th inst., for the purpose of giving the company direct representation throughout the state. It will be located in the Ford Building and will be in charge of C. E. Miller.

Red Head Plug Plant in Detroit.

The Emil Grossman Co., of New York City, has removed its Red Head spark plug factory to Detroit, Mich. The plant, consisting of three floors, is located at 844 Woodward avenue, and the local Detroit display room has been changed from 974 Woodward avenue to the same location.

Business Resumed Two Days After Fire.

Some motorcycle men are on the job and never let any grass grow under their feet or any live coals burn out their industriousness. Ed. H. Hall, a bicycle and motorcycle man located in Cedar Rapids, Iowa, recently had a fire in his establishment which wiped out his stock completely. Hall is agent for the Harley-Davidson, and in a couple of days he was receiving new machines, parts and accessories to start up a new business. Evidently the Iowa insurance companies are live ones, too.

Krauss to Sell Flanders in Philadelphia.

Charles Krauss, the pioneer motorcycle dealer, located at 2123 North Broad street, Philadelphia, has secured the Flanders agency for Philadelphia and vicinity, and has contracted for 500 machines. It is the intention of Mr. Krauss to place a number of sub-agents throughout Philadelphia county, which extends as far north as Somerton, south to Sharon Hill and west to Germantown, Chestnut Hill and West Philadelphia. These territories are now open, according to Mr. Krauss. He also has the agency for the Excelsior, but feels that this will not interfere with the Flanders in any way, because of the fact that the Flanders does not make a twin, and he can supply the Excelsior to those desiring a twin machine.

Cleveland Dealers Incorporate.

The Yale Cycle and Supply Co., of Cleveland, Ohio, was incorporated for $10,000 on the 23rd of August. The incorporators were C. Ferguson, Laura A. Ferguson, Edward E. Tompkins, H. S. Jackson and H. E. Figgie.

Chicago Motorcycle Dealer Optimistic.

Boundless optimism on the future of the motorcycle industry and its possibilities is expressed by Ira H. Whipple, of 1227 W. Jackson Boulevard, Chicago, one of the veteran dealers of that city. As evidence of his faith in the stability of the business he recently completed the erection of a handsome building at his present location, which is devoted exclusively to motorcycles. In discussing the local condidtions, Whipple says: "Chicago fast is becoming one of the leading motorcycle centers of America. Business houses all over the city are beginning to appreciate the advantages which motorcycles possess for quick delivery purposes, and the number of machines used in commercial service is increasing monthly. Owing to the reliability and durability of present day models, the local motorcycle season is broadening each year, until it approaches the ideal conditions which prevail on the Pacific Coast, where motorcycle sales are strong the year 'round."

Simmons Hardware to Be $7,500,000.

The Simmons Hardware Co., of St. Louis, Mo., has announced a plan of reorganization calling for a new company to be called the Simmons Hardware Companies, with a capitalization of $7,500,000, divided equally into common and 6 per cent. cumulative preferred stock. The present company is capitalized at $4,500,000.

THE SHOP OF A PROGRESSIVE BALTIMORE DEALER

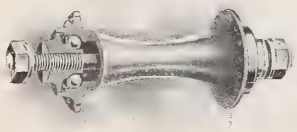


The motorcycle and bicycle establishment of Charles Bokemeyer, the hustling R-S agent, at Fulton avenue and Lexington street, Baltimore, Md. Bokemeyer is very popular with the west enders, and no matter when one of the riders stops around, he always receives the glad hand. Bokemeyer was the man who managed to have the motorcycle and bicycle riders admitted to the parade during the West Baltimore Visiting Day celebration.

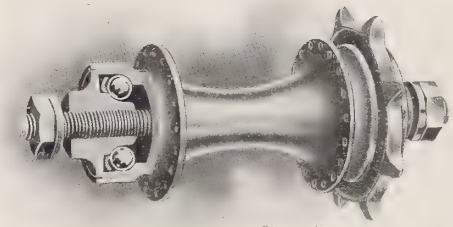
They all bear the good name

CORBIN

THE CORBIN SCREW CORP. CORBIN NEW BRITAIN, CONN. U.S.A.



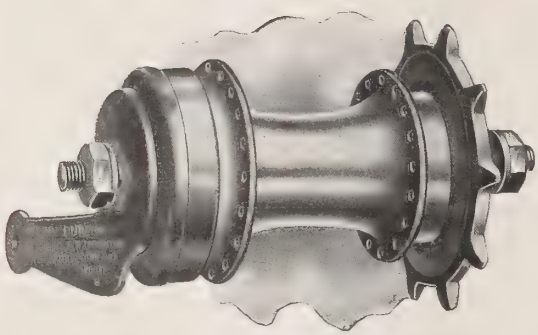
CORBIN FRONT HUB
FOR BICYCLES



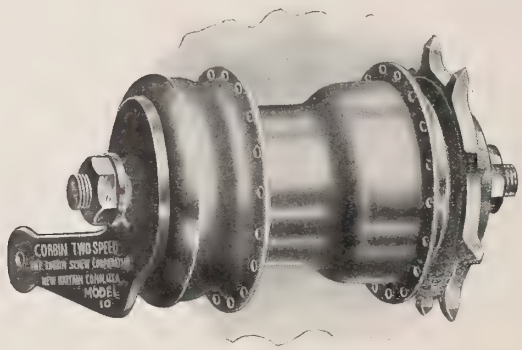
CORBIN REAR HUB
FOR BICYCLES



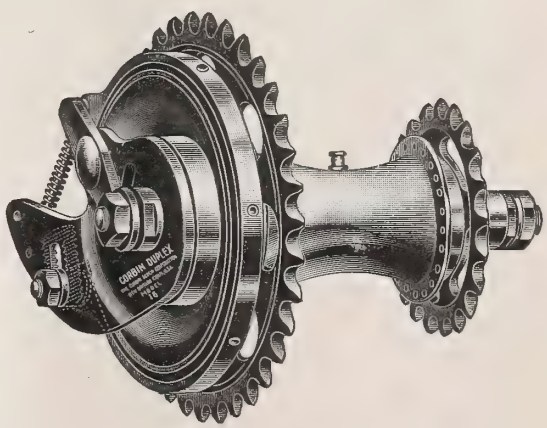
CORBIN KNOCK-OUT AXLE
FOR MOTORCYCLES



CORBIN DUPLEX COASTER
BRAKE FOR BICYCLES



CORBIN TWO-SPEED COASTER
BRAKE FOR BICYCLES



CORBIN V-BAND BRAKE
FOR MOTORCYCLES

—and they bear it worthily!

CORBIN SCREW CORPORATION, New Britain, Connecticut

Licensed Coaster Brake Manufacturers

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 2, 1911.

Lay Aside Petty Jealousies!

Outsiders connected with the motorcycle industry, be they manufacturers, jobbers, dealers or riders, who come to New York City and browse around long enough to sense the situation, invariably remark that in their opinion it is the deadest motorcycle city on the map. They visit the local dealers and ask: "How is business?" Invariably the answer they get is "Poor." Those in New York City who are familiar with the motorcycle conditions which exist know that in most cases the dealers speak the truth, and that sales are not what they should be. Naturally this admission prompts further inquiry why such stagnation exists and who or what is responsible for it.

New York city, the money center of the nation, is away behind some Western cities in the use of motorcycles, and naturally the outsiders wonder why. The reasons are many. To begin with, motorcycles have a black eye in the mind of the general public due entirely to the zealous and fruitful efforts of the speedster, the open muffler fiend and the greasy overall riders who exploit themselves and attract attention. They certainly have succeeded at the cost of great injury to the reputation of the motorcycle as a practical pleasure and business vehicle. Is it any wonder that these pests parading on Broadway and Riverside Drive before the Sunday crowds should sour any sane minded person on motorcycling and deter him from even considering the purchase of one? And last, but not least, the man in the street still thinks that motorcycles "shake the daylights" out of the riders, and are injurious to health. Not a few cases could be cited where sales have been spiked to the younger generation through the opposition of parents on this latter ground.

Aside from the popular aversion to them, both by the man in the street and the man in the motor car, there are other brakes which retard the progress of the motorcycle in New York City. In company with other conditions the cost of keeping a motorcycle is greater than in other cities, owing to the high rents and their prohibition in apartment houses, which class of residences predominate. There also are so many rival attractions and diversions which require a much smaller initial outlay to enjoy, although such pleasures be but temporary, that comparatively few persons who want motorcycles can afford to gather $200 or $300 together in one pile.

Lack of capital has restricted the dealers from doing an instalment business, although they now are trying to consummate arrangements which will permit them to go after this class of business. With such strong temptations to fritter away money on shows, Coney Island, clothes—for the New Yorker must dress well—and a hundred and one other things, it truly requires either an independent income or else the closest kind of scraping and self-denial for months on the part of the average person who wants a motorcycle if he would possess one.

Traffic congestion and poor streets also contribute their mite toward discouraging the popularity of motorcycling in the "Big Village." Not only is storage cost to be considered, but repair work also is higher, due to the high cost of labor and rents. Inasmuch as some of these detrimental conditions can be ameliorated largely, if not eliminated entirely, by effort on the part of the dealers themselves, it is pertinent to ask what they are doing to remedy matters and stimulate the sale of motorcycles.

There are about ten representative motorcycle dealers in New York City, and as many more who dabble in motorcycles to a small extent. It is a fact that the prominent dealers do not pull together, or at least have not up to the present. Many of them do not trust each other and are not on more than speaking terms. They do not fraternize or co-operate for their common good, and petty jealousies run rife. However, the leading dealers of the greater city, which includes the five boroughs, just have formed an association to encourage the sale of motorcycles, and if all do their share and the knockers throw their hammers away it is likely that the association may do some good for the trade.

While the dealers know that the open muffler and overall riders are injurious to their business, they make little if any effort to remedy the situation. The open muffler rider could be cured by sealing the cut outs of new machines before they go out. Very few sales if any depend on whether or not a machine is fitted with a cut-out, and if one were not fitted, it is safe to say that few purchasers would go to the trouble of having one put on. There is no statute prohibiting the use of muffler cut-outs, but if the dealers would take steps to have such an ordinance introduced and endeavor to secure its passage they would find it worth their while. As for the rider who wears dirty riding attire, the only solution is either to reason with him to dress neatly or else decline his patronage. At the present time the dealers cannot afford to do the latter.

If negotiations looking to the financing of instalment sales which now are being conducted can be consummated sales will jump appreciably for a large number of persons who want motorcycles, but are unable to pay cash in full, will be able to purchase them. Aside from small "liners" in the classified columns local dealers do not advertise in the local newspapers, although the metropolitan dailies are among the best advertising mediums in the world. A three inch single column advertisement appearing in a few of the best New York papers two or three times a week would be a great aid toward improving the business.

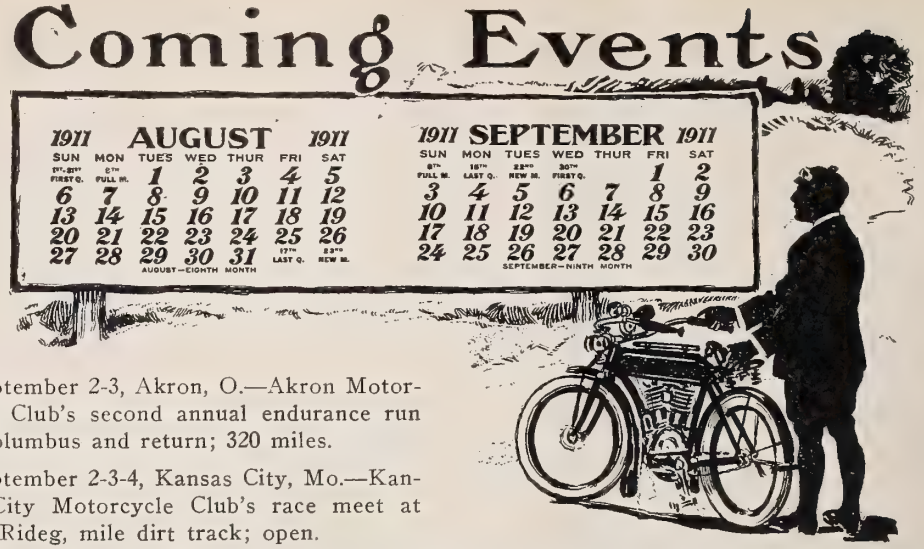
Truth to tell, the local dealers do not realize the value of publicity and the opportunities for business to be had by intelligent advertising reaching the immense population in their district. Of course the dealers, with possibly one or two exceptions, are not in a position to take up ad-

vertising on the scale employed by the automobile dealers, but nevertheless good results could be obtained by using a small space to begin with and filling it with intelligent "copy."

To the metropolitan editors, even the sporting and automobile editors, the motorcycle is much of a closed book, and the reason they do not give it more free publicity is because, first, they have an unfavorable opinion of it due to observation, and second, they do not receive interesting news matter concerning it. It is possible that the F. A. M. publicity bureau is sending its weekly bulletin to the New York newspapers, but for some reason or other the material is not used, save rarely in one paper.

Another point is the lack of good salesmanship on the part of some dealers. The writer was in the store of one of our local dealers during the past week, when a gentleman came in and requested a catalog. The request was filled, but not a word was uttered by the dealer, and as soon as he had handed the catalog to the apparent prospective customer he walked away from him. As soon as the gentleman had left the store the dealer remarked: "I have done nothing all day long but give these curiosity seekers catalogs." A good part of this may be true, but it is not safe to take a chance that every request for a catalog is simply one for the sake of satisfying curiosity, for if ninety-nine were his type the hundredth one might be an actual buyer, and if treated with absolute indifference would, nine cases out of ten, become disgusted and go elsewhere. Then, again, a person would not take the trouble to go into a store and ask for a catalog unless there was a spark of interest behind the desire, and even if he or she were not in a position at the time or perhaps had no idea of purchasing a machine, with tact, courtesy and good salesmanship that little spark of interest could be developed into a flame of desire that could only be satisfied with the actual ownership of a machine. Independence is all right in its place and sounds well, but on a little thought it will be found that there are mighty few today that are truly independent, and cannot from any standpoint be anything else but dependent on others. There is very little real independence, if any, today and it is constantly growing less, and the sooner the man in business realizes this, no matter what the line, the sooner will his business increase.

Coming Events



September 2-3, Akron, O.—Akron Motorcycle Club's second annual endurance run to Columbus and return; 320 miles.

September 2-3-4, Kansas City, Mo.—Kansas City Motorcycle Club's race meet at Elm Rideg, mile dirt track; open.

September 3, Appleton, Wis.—Motorcycle races of half-mile dirt track.

September 3, Hicksville, L. I.—Hicksville Athletic Club's cycling carnival.

September 3, San Jose, Cal.—Motorcycle races at Driving Park; open.

September 3-4, Charleston, S. C.—Motorcycle races at Isle of Palms.

September 3-4, St. Louis, Mo.—South Side Motorcycle Club endurance run.

September 4, Janesville, Wis.—Motorcycle races on mile dirt track.

September 4, Detroit, Mich.—Detroit Motorcycle Club's race meet.

September 4, Marion, Ind.—Marion Motorcycle Club's race meet; open.

September 4, Canton, Ohio—Canton Motorcycle Club's race meet; open.

September 4, La Salle, Ill.—Illinois Valley Motorcycle Club's race meet; open.

September 4, Cedar Rapids, Ia.—Cedar Rapids Motorcycle Club's race meet; open.

September 4, Long Branch, N. J.—Motorcycle time trials.

September 4, Los Angeles, Cal.—Los Angeles Motorcycle Club's racemeet.

September 4, Providence, R. I.—Motorcycle races at Hills Grove track; open.

September 4, Chicago, Ill.—North Shore Motorcycle Club's race meet at Hawthorne track; open.

September 4, Cortland, N. Y.—Cortland Motorcycle Club's racemeet on half-mile dirt track.

September 4, Springfield, O.—Springfield Motorcycle Club's race meet at Fair Grounds track.

September 4, Terre Haute, Ind.—Terre Haute Motorcycle Club's race meet on half mile dirt track.

September 4, Toledo, O.—Toledo Bicycle Dealers' second annual 25-mile bicycle handicap road race; open.

September 4, Lima, O.—Allen County Agricultural Society's motorcycle races at county fair grounds; half-mile dirt track.

September 4, St. Louis, Mo.—St. Louis Motorcycle Club's 200 mile road race to Hannibal and return; open.

September 4, Newark, N. J.—New Jersey Motorcycle Club's 12 hour endurance run to Atlantic City and return.

September 4, Troy, N. Y.—Motorcycle races at Rensselaer Park, half mile dirt track; auspices Central Federation of Labor.

September 4, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's racemeet at Hudson River Driving Park; mile dirt track.

September 4, Chicago, Ill.—Riverview Stadium Motordrome Co.'s race meet on Riverview Stadium; one-third mile board track.

September 4, Pasadena, Cal.—Motorcycle races; auspices Labor Day Association.

September 4, Washington, D. C.—Motorcycle races at Bennings mile dirt track; auspices Central Labor Union.

September 4, Hobart, Ind.—Hobart Motorcycle Club races on half-mile dirt track.

September 4, Elmira, N. Y.—Y. M. C. A. motorcycle race meet at Maple Avenue Park half mile dirt track.

September 4, Evansville, Ind.—Inter Southern Motorcycle Racing Association race meet on fair grounds half mile dirt track.

September 4, Taylor, Tex.—Austin Motorcycle Club race meet on half mile dirt track.

September 4, Corry, Pa.—Century Athletic Association motorcycle race meet on half mile dirt track.

September 4, Seattle, Wash.—Seattle Motorcycle Club race meet on Madison Park half mile dirt track.

September 4, Williamsport, Pa.—Motorcycle races at fair grounds track.

September 4, Peoria, Ill.—Peoria Motorcycle Club race meet on mile dirt track.

September 4, Old Orchard, Me.—Old Orchard Automobile Association beach motorcycle race meet.

PREPARING FOR SECOND WESTERN ENDURANCE CONTEST

Important Motorcycle Road Contest Gains Greater Recognition Since Abandonment of F. A. M. National Endurance Run—Three Days Will Be Needed to Cover 600 Miles—Itinerary of the Route.

P. B. Whitney, Chicago, Ill., vice-president of the F. A. M., Lake District, announces that the second annual western endurance contect will be held on September 8-9-10. The course will be approximately 600 miles, and the daily runs will average 200 miles. The contest committee appointed to arrange and conduct this run, which will be the most important motorcycle road contest of the year, and virtually replaces the old national endurance contest, consists of P. B. Whitney, chairman; Walter Davidson, H. T. Roberts and A. B. Coffman.

Davenport, Ia., will be the night stop for the first day's run, which will total 192.6 miles. On the second day, the route will lay towards Milwaukee through a beautiful country via Rockford and Beloit, the day's mileage being 205. On the last day the riders will head back to Chicago, via Kenosha, Lake Geneva, Algonquin and Elgin. On the last day the cup eliminations will be held. Those having perfect scores at the end of the second day will signify at Milwaukee their intentions regarding participation in the cup eliminations.

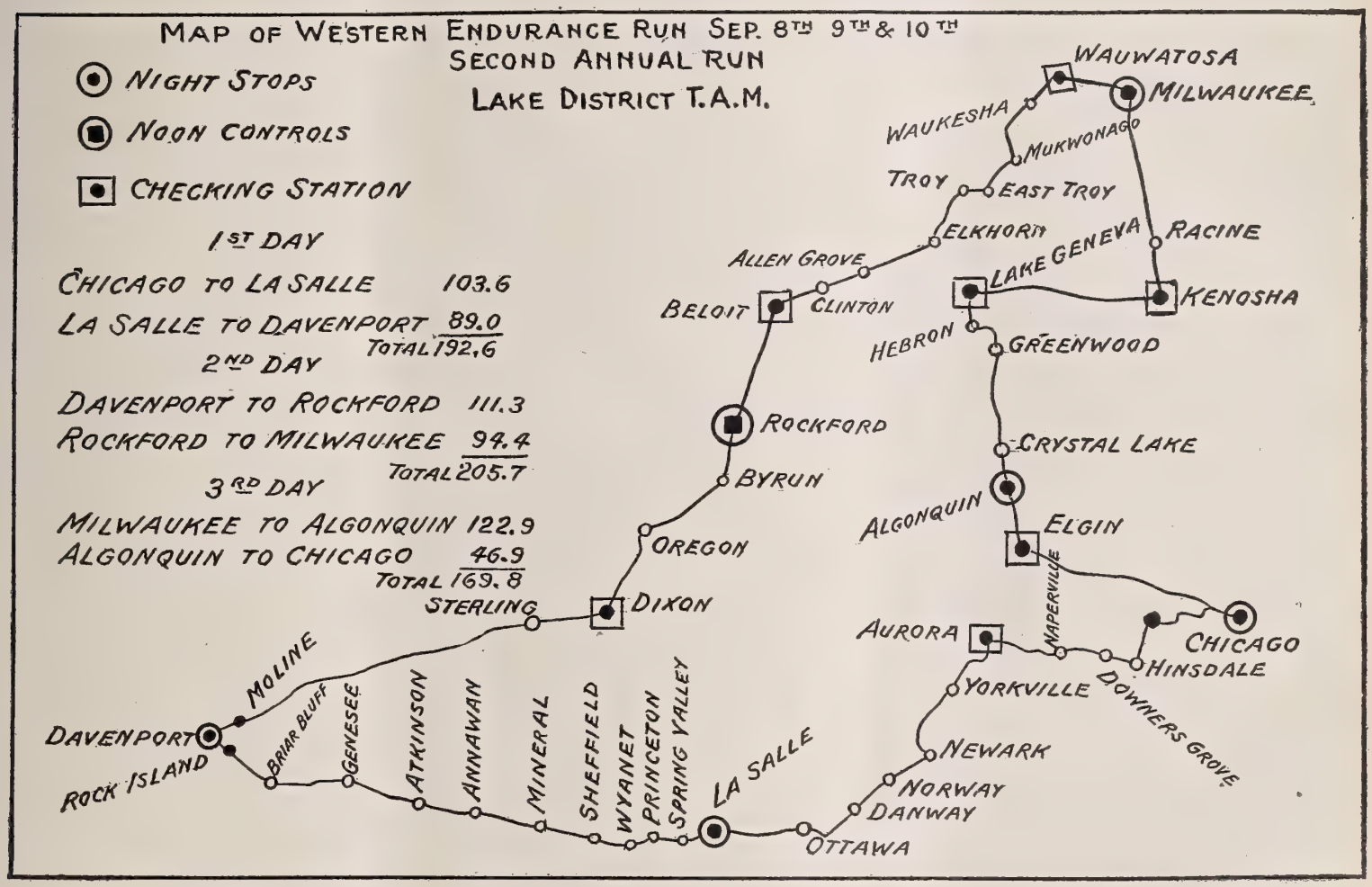
Secret controls will be located on the third day's run and each rider competing for the cup will be checked at these controls. Part of the final score will be determined by the best average running time on the third day. None, not even the members of the competition committee, will know the exact location of the secret controls beforehand, as these will be selected by the committee, on the road during the run, as they precede the contestants.

Among the prizes will be the famous Chicago Examiner cup, to be competed for by teams composed of three riders under the same conditions as in former years. The Chicago American also will offer a cup for private owners, open for competition to all private owners who reach Milwaukee, the end of the second day' run, with perfect scores. If the weather be such as to prevent the arrival of the contestants at Milwaukee within the time limits set by the rules, the cup will be awarded for the best performance.

All earning perfect scores will receive medals, and also those whose score totals more than 900 points. The quality of the medals will be determined by the number which will have to be awarded.

Plans have been made to have the contest finish at the Riverview Motordrome in Chicago on Sunday afternoon, September 10th, early enough to permit all of the contestants to attend a big dinner which will be given to them on the grounds. They also will receive free tickets to the races on the motordrome that evening. All of this entertainment will be furnished by the motordrome management, which expressed the desire to have the contest finish there and have the riders as its guests.

Varied entertainment also will be pro-



vided at the night stops at Davenport and Milwaukee, so that no prospective rider need look forward to a dull time anywhere on the run. Lively entertainment and plenty of it is one of the chief tasks which the competition committee has set itself to provide. In order to get a definite idea of how many riders to expect, and to make arrangements accordingly, the committee earnestly requests that all who contemplate entering send their name and address, together with their intention, to P. B. Whitney, 1251 Michigan avenue, Chicago, Ill., at once. All notifications of this sort will be acknowledged by forwarding entry blanks and other information regarding the run.

In planning the course it was aimed to lay it through a section which would reach the greatest number of riders and at the same time embrace such important points of interest as would attract riders to enter the contest in order to avail themselves of the opportunity of visiting these places. While the contest will not be as easy as the Buffalo tours, on the other hand it will not be an elimination contest, but just sufficiently strenuous to make things interesting and to give greater value to any award which a rider may earn, than would be the case with a simple pleasure tour. Not only will the Middle Western riders strongly support the run, but entries practically are assured from Pennsylvania and New York states also.

F. A. M. Doors Open to Canadians.

Both G. H. Hamilton and Dr. G. B. Gibson, president and secretary, respectively, of the Federation of American Motorcyclists, have pointed out to the Toronto Motorcycle Club that it is not the intention of the F. A. M. to arbitrarily establish jurisdiction over the Canadian riders, but that if they want to come voluntarily they will be welcome. President Hamilton goes so far as to say that the F. A. M. might not consider it out of the question to bring about an affiliation with the proposed Canadian body, in so far as the rules of such an organization would not conflict with the F. A. M. constitution.

Secretary Gibson is apparently more in favor of "annexation," as he has advised the Toronto club that it would be preferable, in his estimation, for the Canadian riders to join the Federation on account of the experience the American governing body has already gained. He points out that if the Canadians decided to create an association of their own they would run all the risks of early trials and weaknesses.

At an early date the whole question of affiliation will be dealt with in a formal way by the Toronto club and some definite plan of action decided upon.

Burning Path Up Terre Haute Hill.

The Terre Haute Motorcycle Club gave another hill climbing contest last week before a good sized crowd of spectators at Newport Hill, which has a raise of 140 feet and is 1,625 feet long. It rained all morning before the contest, which was held on August 23d, and the hill was not in good condition for the climb. A path of twelve inches was burned up the hill with gasoline and made it dry enough on this narrow path. The hill was very rough, and if any of the riders missed the path going up he "spilled" almost invariably. Frank Marshall took first in the two open events, which he entered, while Forest Casebeer took two firsts in stock events, and Forest Troutman and Vernon McMillan each captured a stock event. The summaries:

30½ stock chain,—Won by Forest Troutman (Indian); second, Ed. Beckleyweb (Indian); third, Fred Murray (Indian). Respective times, 26⅘, 32 and 35½ seconds.

30½ belt drive—Won by Vernon McMillan (Excelsior). Time, 36⅘ seconds. Other entrants could not get up the incline.

30:50 open—Won by Frank Marshall (Indian). Time 26 seconds.

50 cubic inch—Won by Forest Casebeer (Indian); second, Ernest Fox (Excelsior); tied for second, Fred Murray (Excelsior). Respective times, 22⅖, 24⅘ and 24⅘ seconds.

61 cubic inch stock—Won by F. R. Casebeer (Indian); second, C. O. Scanling (Indian); third, J. R. Board (Indian). Respective times, 23⅗, 25⅗ and 25⅘ seconds.

61 cubic inch, open—Won by Frank Marshall (Indian); second, F. R. Casebeer (Indian); third, C. O. Scanling (Indian). Respective times, 21⅕, 22⅖ and 23⅕ seconds.

Davis Starts Back for Golden Gate.

Slipping out of town as quietly as he entered, Volney E. Davis, who set a new transcontinental motorcycle record of 20 days from San Francisco to New York in July, left New York for home and the Golden Gate on Monday afternoon, 28th ult. Davis had intended to start Sunday morning, but rain caused him to delay his departure, and again on Monday morning when he peeked out and saw the sky leaking he decided to wait a while longer. Suddenly in the afternoon, during a clear spell, he jumped into the saddle and headed for 'Frisco. As an escort he had P. F. Edgar, president of the Indian Motorcycle Club of New York, and W. H. Hooker and W. E. Cathcart, the latter two Philadelphia tourists. The trio accompanied him as far as Tarrytown, where they had a touching parting. Davis started at 3 o'clock and stopped at the various dealers' stores along Broadway to say good-bye. He rode the same seven horsepower Indian with which he broke the record, and also the same Morgan & Wright Nobby tread tires, which share in record honors. The rear tire was a three-inch automobile tire fitted to a special rim, a combination which Davis swears by for comfortable riding and standing the abuse a big twin motor imposes on the driving wheel. The gasoline tank has three gallons capacity, and the oil tank one gallon, giving large radius for desert traveling, where fuel stations are far apart. Other equipment included a Pierce shock absorber, Brooks saddle, long rubber grips and Old Sol gas lamp and generator. The mudguard brace nuts, magneto terminals and grip control universal joints were taped to counteract the effects of vibration and water. Another detail was the tying of the spokes, a practice rarely seen on motorcycle wheels, but which contributes considerably to the strength of a wheel and the prevention of loose spokes. The top bar also carried a special sheet steel tool chest of ample size, which looked strong enough to stand a charge of nitroglycerine. Davis plans to take about six weeks to make the trip across, but will take longer if necessary. He is seeking no more records, and will ride or not as he pleases.

English Rider Wins French Road Race.

Having been licked by the Americans in the Tourist Trophy road race, the English motorcyclists now have something to crow over, for on the 6th ult. an English rider, F. A. Rose, on a Triumph, won the French motorcycle road race of 111 miles over a very hard course, beating the best riders of France, including the champion, Debeaune. The race was run over what is known as the Circuit de Rhone, which was said to be much harder than the T. T. course. The course, which was 37 miles long, was covered three times.

It crossed two mountain ranges, had over 200 turns to the lap and was called by the French the "break-your-neck" course. However, no necks were broken. Four English riders started and all finished. Rose, who is said to be a private owner, rode very steadily. His time was 3:22:10. The second man to finish was Escoffier, a Frenchman, on a Magnat-Debon. His time was 3:27:04.

Minor accidents were numerous and had considerable to do with shaping the final result. Rose also finished second in the special contest for regularity. In this class the winner was Devaux, Moto-Reve, who made a perfect score, covering each lap in 1:21:00. The race was conducted jointly by the North West London Motorcycle Club and the Lyons (France) Motorcycle Club.

Olympia Park Re-opened for Races.

After being unavailable all season owing to litigation among the owners, the Olympic Park half-mile track, near Newark, N. J., has been secured by the New Jersey Motorcycle Club for the balance of the season, and weekly meets will be held every Sunday late into the fall. The opening will take place on Sunday, 10th inst., and events for both trade riders and private owners will be put on; also for belt and chain machines. The track is said to be in good shape. Claude Holgate will manage the meets for the club and entry blanks are obtainable either from him at 123 Union street, or from the club, 18 New street, Newark.

RIDES CENTURY WITHOUT A STOP

Frank Herman Wins Terre Haute 100-Mile Race from Baker by Fifty Feet—Sensational Finish.

Two hundred trips around a half-mile dirt platter without a stop, with clock-like regularity, brought Frank Herman, on a "4" Indian home a winner in the 100-mile motorcycle race for 30½-inch machines at the Terre Haute (Ind.) Motorcycle Club's century grind on Sunday, 27th ult. Herman's time was 2:13:35½, an approximate average of 45 miles an hour. "King" Erwin Baker, of Indianapolis, also on an Indian, finished 50 feet behind the winner after a sensational fight in the last stretch. Ernest Troutman, another Indian rider, piled another laurel sprig on the Terre Haute crown by finishing third. Nine of the fifteen starters finished. Six thousand people witnessed the race and worked their lungs overtime in applauding the winner, who was a warm favorite. Herman's time was announced as a "world's record for a half mile track." Somebody discovered that the former "record" was 2:31:00⅕.

The other survivors after the first three men finished, in the order of arrival, were as follows: Fourth, Frank Strong, Terre Haute (Indian); fifth, Frank Houff, Terre Haute (Indian); sixth, Forrest Casebeer, Terre Haute (Indian); seventh, L. S. Taylor, Columbus (Emblem); eighth, Frank Marshall, Terre Haute (Indian); ninth, G. A. Hellyer, Terre Haute (Merkel). From the result it will be apparent that home riders and Indian machines carried off a majority of the honors. Of the half dozen who were unable to go the route all dropped out owing to mechanical trouble.

On the getaway Baker took the lead and the field strung out rapidly. For a mile or so the "King" headed the procession, but the pack were hot on his trail, and Taylor and Marshall passed Baker in the third lap. The pace already was sizzling and indicated that blowups would begin early. Baker stopped in the 15th mile to repair a gasoline pipe and lost three laps. With the new feed tube his motor did not seem to act good and for a long time ran sluggishly. To try and make up his lost ground Baker threw caution to the winds and slashed off the laps with devilish glee, gaining slowly but surely.

While the leaders were having a fight for the mastery the crowd behind were not having exactly a tea party. Kiechle's machine suddenly turned around on a turn in the 20th mile and threw him. He escaped injury and soon was going again. L. S. Taylor, the Emblem man, who usually manages to get his share of hard luck in races, butted the fence in the 28th mile, when two laps ahead. Although the smash looked like the finish of Taylor for the day at least, he was back in the fight after losing three laps. Frank Marshall got ensnared by the puncture siren in the 48th mile and lost 18 laps in breaking away from the treacherous charmer—more than enough to lose his chances of winning.

Leaders constantly were changing among the front division, but Herman was pounding along steadily and regularly. Those who had the honor of heading the big train included Strong, Houff, Casebeer, Troutman, Baker, Taylor, Marshall and Herman, so it was evident that there was plenty of action all the time, and the result ever was a toss up. With the bunch well strung out there was a continuous and complete ring of dust and smoke encircling the track, and that accidents were not more frequent was remarkable.

In the 90th mile, when the field was pretty well cut down, Herman again slid into first place and this time he barricaded himself in by increasing the pace. He had nursed his machine well and it had plenty of reserve steam for the final struggle. There still remained a small gap between Baker and first place and as the finish approached he made a magnificent struggle to pull up front. Herman met the spurt, however, and despite all the wiles and tricks of the "King" the local lad held onto first place to the very end, beating Baker by two seconds. Toward the last Baker's machine regained its early form and speed, and had there been another lap to go he undoubtedly would have won. One of the remarkable features of the race was the riding of G. A. Hellyer, a one-armed rider. Although he finished last he covered the century in a little more than two and a half hours, and received a prize for finishing within the time limit, which had been set at three hours.

Alas! His "Oil Was Out of Time!"

Indicative of the abstraction of riders in motorcycle races and their concentration of mind on one thing they are telling this one on "Dan" Willis, the Canton (O.) "bearcat," at the national meet at Fort Erie last month. In one of the races Willis, while close in front, broke a valve and came around to the Indian camp on one cylinder, with a very glum countenance and somewhat excited. As he pulled up he shouted: "One cylinder has quit, hurry up and get me going again, will you?" to "Charlie" Spencer, who was in charge of the Indian camp. "You are out of it, Willis, your oil is out of time," said Spencer as solemnly as an owl, as he prepared to wheel the machine off the track. "Is it?" replied Willis innocently, "well, can't you fix it so I can get going again?" Willis pleaded so hard that Spencer finally put a stop to his supplications by telling him the truth, that a valve was gone, and then the Canton "bearcat" realized that he really and truly was out of the running. At the time, however, it did not matter much to him whether his "oil was out of time" or not, so long as the trouble could be fixed that he might return to the fray.

WHITTLER JUST KEEPS ON WINNING

At Salt Lake City He Defeats Everyone in Sight—Warden Captures First in Trade Rider Event.

Fred Whittler still occupies the professional throne among the motorcycle racers of Salt Lake City. Ray Seymour's repeatedly unsuccessful attempts to unseat Whittler from his royal perch led the management to import Earl Armstrong from Denver to try and turn the trick, at the meet on the 24th, but the visitor failed to capture Whittler's throne. Both Seymour and Armstrong took the count from Whittler during the evening. When it was all over Seymour protested Whittler's machine as being oversize, but as the protest was filed after the time limit had expired it was not entertained.

Armstrong, who is "some sparkplugs" at home, was trimmed in straight heats of a match, but nevertheless he showed class as a rider. In the first heat, five miles to go, Armstrong and Whittler were at close quarters all the way, the local crack wining by inches. In the second heat Armstrong's machine was indisposed, and the Denverite was easy game. Then came Seymour's turn on the rack, and Whittler chalked up two more trimmings to the long string of defeats he has tied on Seymour lately. Warden salted away the trade rider event, and Bernstrum collected first money in the Class B race. Summary:

Four-mile open, trade riders—Won by Warden; second, Johnson; third, Claflin. Time, 3:57⅖.

Five-mile match, Whittler (Merkel) vs. Armstrong (Merkel), best two heats—First heat won by Whittler. Time, 4:03. Second heat and match won by Whittler. Time, 4:02⅗.

Unknown distance, professional—Won by Whittler; second, Senhouse; third, Brodbeck; fourth, Bernstrum Time, 5:09⅕.

Six-mile professional, Class B—Won by Bernstrum; second, Ward; third, McNiel. Time, 4:50.

Eight-mile open, professional—Won by Whittler; second, Brodbeck; third, Senhouse; fourth, Seymour. Time, 6:08⅗.

Reading-Standard is Cole's New Love.

Harold Cole, the wonderful 16-year-old speedster of Toronto, Ontario, has switched his allegiance. Forsaking the Indian at this late stage of the season, he will ride a Reading Standard at the Canadian championships, to be held on September 16th, under the auspices of the Toronto M. C. This move on the part of Cole has caused a sensation in the Canadian ranks. Cole, who is practically a trade rider, says he is now out to trim the "Red Devil" and the T. Eaton Co., for which he now works, is securing special racing machines for him, it is said.



THE MINNEAPOLIS MOTORCYCLE CLUB READY FOR A SUNDAY RUN

HASHA'S PROTEST NOT ALLOWED

Armstrong's Merkel Found Undersize is Decision of Chairman Thornley—Machine Was "Missing" for 20 Minutes.

Elaborate interpretation of the rule governing protests of racing motorcycles was rendered by the chairman of the competition committee in his decision on the protest filed by Edward Hasha against Earl Armstrong's Merkel, alleging that it was oversize. The protest was filed immediately after Armstrong had won the 50-mile "Western championship" at Denver, Colo., on August 6th. The chairman, after extended analysis of the case, rules against the protest in the following decision:

"In order that this decision may be understood intelligently it is necessary that there should be kept clearly in mind the following interpretation of the rules: The rules state that every machine must be measured after a record trial, before any record claimed to have been made can be accepted. It therefore is the interpretation of this rule that every machine which breaks a record is assumed to be oversize until it is proved to be undersize. The burden of proof rests entirely with the owner of the machine. If through any error in measurement it is not proven that the machine is undersize any record claimed for it is thrown out.

"On the other hand, there is no provision in the rules for measuring machines engaged in competition, except when a formal protest is filed. It therefore is the interpretation of the rules that every machine engaged in competition is assumed to be undersize until it is proven otherwise. The burden of proof rests entirely upon a protestant, and if a machine is not shown to be oversize the protest will not be sustained.

"Bearing these facts in minds, it appears that on August 6th, at the Tuileries track, Denver, Colo., Edward Hasha, claiming to represent the Hendee Mfg. Co., protested Merkel twin No. 2630 as being oversize. The machine was loaded on an express wagon and while the referee was in search of seals the expressman, believing that he was to take the machine away, as usual, drove out of the track enclosure. When his absence was discovered he immediately was sent for, and returned the machine to the track in the wagon after an absence of not more than 20 minutes. The evidence on this particular points varies from 10 to 20 minutes.

"However, when returned, the machine still was warm, and there is evidence to show that no other machine was substituted. All agree that absolutely nothing occurred which could have altered the cubic capacity of the motor. The machine thereupon was sealed by the referee and kept in his secure keeping until it could be measured. These measurements were made by an expert mechanic on the day following and showed the machine to be undersize.

"In spite of the fact that there are numerous individuals ready to swear that the machine on the wagon which was returned to the park was the identical one that left it and the same machine that was used in the race in question, nevertheless, inasmuch as the machine was out of the sight and keeping of the referee, or his accredited representative, and out of the track enclosure unsealed, the measurements all are thrown out as worthless. The machine has not been proved to be oversize, the protest is not sustained, the protest money is forfeited and the prize is awarded to the rider of said Merkel machine."

Wade Stars at Janesville Park.

Rip-roaring racing marked the initial motorcycle meet of the Janesville Park Association at Janesville, Wis., on the 26th ult. Visiting riders were present in force from Milwaukee, Chicago and other places and carried away the honors. C. A. Wade, of Milwaukee, was the star, taking four firsts and three places. Other big winners were E. Daine, of Rockford, Ill., and T. L. Timmons, of Beloit, Wis. There was one big smash, in which O. Perry and Joseph De Salvo collided with great force. Both were injured seriously.

Summary:

Five-mile novice, 30½-inch class—Won by E. Daine; second, Emil Schoene; third, O. Perry. Time, 6:45⅕.

Ten-mile stock, private owners, 30½-inch class—Won by E. Daine; second, Hubbard Stevens; third O. Perry. Time, 10:05⅗.

Five-mile stock, 30½-inch class—Won by C. A. Wade; second, T. L. Timmons; third, E. Daine. Time, 6:26⅖.

Three-mile stock, 30½-inch class—Won by Hubbard Stevens; second, C. A. Wade; third, O. Perry. Time, 4:03⅘.

Five-mile open, chain drive—Won by Charles De Salvo; second, C. A. Wade; third, Hubbard Stevens. Time, 3:47.

Five-mile stock, 20-inch class—Won by C. A. Wade; second, E. Prescott; third O. Perry. Time, 6:51.

Two-mile novelty—Won by T. L. Timmons; second, C. A. Wade; third, E. Daine.

Five-mile match—Won by C. A. Wade; second, Hubbard Stevens; third, E. Daine. Time, 6:27⅖.

Five-mile handicap, 61-inch class—Won by C. A. Wade. No others finished.

Ten-mile open, 61-inch class—Won by T. L. Timmons; second, Charles De Salvo; third, C. W. Fiske. Time, 13:52⅘.

Slow race—Won by E. Daine.

Harem Skirts to Advertise Racemeet.

When it comes to advertising a race meet the Richmond (Ind.) Motorcycle Club can show its brother clubs a trick or two. Having decided to run a race meet on Labor Day the club reckoned that to insure its success the affair should be properly advertised. Therefore a parade preceding the races will be held through the principal streets, and—here's the secret of success—it will be led by a couple of girl motorcyclists attired in harem skirts and turbans, a la Oriental. Some class for an Indiana town! The publicity committee had been working day and night to "think up" something really new, and apparently has succeeded.

BOMARK WINS KENOSHA HANDICAP

Riding From Scratch Chicagoan Captures Ten Mile Event in Slashing Style—Locals Win But Two Events.

Out-of-town riders won all but two events at the inter-city motorcycle meet at Kenosha, Wis., on the 20th ult. Edward Bomark, the wild Swede of Chicago, took the 10-mile handicap from scratch in a slashing ride. This was the feature event. M. A. Caffarello, also from "Chi," annexed the 10-mile inter-club, and the five-mile handicap for private owners. Some of the glory also went to Waukegan, Ed. Lingren and Andrew Unger, of that town, each taking a first. W. J. Hamilton was the topnotcher among the local riders, taking first in the ten-mile open and five-mile handicap. Summary:

Three miles, private owners, 30½-inch class—Won by Ed. Lindgren; second, Louis Moody; third, Hugo Anderson. Time, 4:01⅕.

Ten-mile inter-club, 61-inch class—Won by M. A. Caffarello; second, Ed. Harmer; third, Harry Benson. Time, 10:12.

Ten-mile open, 30½-inch class—Won by W. J. Hamilton; second, Hugo Anderson; third, Louis Moody. Time, 11:34.

Five-mile novelty—Won by Andrew Unger; second, Elmer Swanson; third, Harry Benson.

Ten-mile handicap—Won by Edward Bomark (scratch); second, Andrew Unger (scratch); third, W. J. Hamilton (1:20). Time, 10:10.

Five-mile handicap, private owners—Won by M. A. Caffarello; second, Andrew Unger; third, Henry Vogler. Time, 5:45⅘.

Five-mile handicap—Won W. J. Hamilton (0:30); second, Henry Vogler (scratch); third, Louis Moody (0:30). Time, 6:10.

Visitors "Clean Up" at Boulder Meet.

With Denver riders as the whole show, Boulder, Colo., saw its first motorcycle race meet on the 26th ult., and several thousand people went wild over the exciting speed dashes as they flickered off the optic film. Taking five firsts, all there was to take and 10 out of 15 places, shows the extent of the clean-up which the visitors made. Local riders failed to get a look-in. Harry Cogburn was the star of the meet, taking the five and ten mile professional events in dashing style. Fred Sahl took the other pro events at five miles. H. Beck bagged both of the amateur races. Summary:

Five-mile professional—Won by Fred Sahl; second, David Cassady; third, C. L. Wales. Time, 7:11.

Five-mile professional—Won by Harry Cogburn; second, David Cassady; third, G. L. Wales. Time, 7:01.

Five-mile amateur—Won by H. Beck; second, F. Clymer; third B. Barkley. Time, 7:05.

Five-mile amateur—Won by H. Beck; second, H. Lewis; third J. Shupe. Time, 7:05.

Ten-mile professional—Won by Harry Cogburn; second, C. L. Wales; third, Andrew Patterson. Time, 14:03.

Lucas and Mayes Divide the Honors.

Two motorcycle races were run in connection with the automobile speed events at Greenville, Tex., on the 14th ult. F. Mayes, Excelsior, won the five mile race, and E. Lucas, on an Indian, captured the other event at the same distance. The track was half a mile. Summary:

Five mile—Won by Mayes (Excelsior); second, Rusty (Indian); third, Thurmond (Excelsior). Time, 7:41.

Five mile—Won by Lucas (Indian); second, Mayes (Excelsior); third, Harris (Indian). Time, 7:27.

Stars Expected at North Randall Meet.

The Cleveland Motorcycle Club has secured the North Randall track for Sunday, September 10th, to hold the initial race meet, and in all probability the only race meet to be held in this city for this season. North Randall is one of the fastest mile tracks in the country and is in excellent condition. The promise of several different factories to furnish riders for the open events has been secured and several events for professionals will probably be run if a competitive field of pros can be secured. The race committee, headed by E. H. Tracy and R. S. McConnell, are busy getting out the advertising, and entry blanks are now ready for distribution and can be secured by writing the Cleveland M. C. Dan Willis, of Canton; Teubner, of Pottstown; Klark, of Detroit, and Taylor, of Columbus, have signified their intentions of attending.

Made New Road Record on Flat Tire.

Paul Derkum, of Los Angeles, Cal., who recently broke the Los Angeles-San Diego motorcycle road record by one hour and 25 minutes, rode the last 10 miles on a flat tire. Derkum rode a "7" Indian, and his time for the 137 miles was 3 hours and 15 minutes. C. W. Risden, Los Angeles Indian agent, has offered $1,000 to the rider who breaks Derkum's record on a motorcycle other than an Indian. Derkum says that the roads were very bad on the Whittier boulevard, between San Juan Capistrano and Los Flores ford and on the Torrey Pine grade. As a mark of appreciation for his ride Derkum was made an honorary member of the San Diego Motorcycle Club, an unrivaled distinction, it is said.

Plan Two-Day Run to Columbus.

Members of the Marietta (O.) Motorcycle Club held an enjoyable run to Dexter City on the 20th ult. An away-from-home dinner was the chief novelty of the outing, and all hands voted "yea" to the good time motion. On Sunday, 3rd inst., the club plans a run to Columbus, staying over night, and returning on Labor Day.

"SHORTY" LOWERS TWO RECORDS

On His Thor "White Ghost" Makes New Marks for Aurora Half-Mile Track—Hinckley Falls Twice.

Two local track records succumbed to attack by "Shorty" Matthews on the Thor "White Ghost" at the motorcycle meet at Aurora, Ill., on the 20th ult. Matthews batted out a mile in 1:15, and five miles in 6:26¼, both of which were announced as new records for the track. The Aurora Driving Park, where the races were held is one-half mile.

Matthews won both the five-mile free-for-all handicap and the mile free-for-all, but lost the feature race, the ten-mile free-for-all, through being signaled to slow too soon. The event was won by Perry, a local boy, to whom was awarded the "Aurora Beacon" cup. It was an off day for C. S. Hinckley, the local star, who made his first appearance in racing since the Hawthorne slaughter at Chicago on Decoration Day. Hinckley went down twice on the same spot in the five-mile free-for-all, and injured his knee so badly that he retired for the day. Two races were declared off owing to non arrival of machines from Chicago, which were entered. Summary:

Three-mile, private owners—Won by Peterson; second, Perry; third, Winkler. Time, 4:35.

Ten-mile pursuit, trade riders—Won by Winkler; second, Perry. Distance, 2½ miles. Time, 3:11.

Ten-mile free-for-all—Won by Peterson; second, Perry; third, Rowe. Time, 13:44¼.

Five-mile novelty—Won by Culbertson; second, Rowe; third, Perry. Distance, 2½ miles. Time, 3:34.

Five-mile handicap, free-for-all—Won by E. Matthews (Thor); second, Rowe; third, Peterson. Time, 6:26¼. (Track record).

Five-mile, private owners—Won by Perry; second, Peterson; third, Rowe. Time, 7:54½.

One mile against time—E. Matthews (Thor). Time, 1:15. (Track record).

Ten-mile handicap, free-for-all—Won by Perry; second, Matthews.

Diamonds as Prizes for Dayton Race.

In featuring diamonds as prizes for its diamond trophy race meet on the 16th inst. the Dayton (O.) Motorcycle Club not only picked a good publicity title for attracting attention to its speed session, but it also makes a good play for securing the cream of the amateur riders, for diamonds probably are the favorite prizes among the trade riders. The king of jewels will be given as prizes in all of the trade events, and the card will consist of eight races. It is probable that Frank Hart will take advantage of the opportunity to increase his already sizable stock of diamonds, rubies, emeralds and assorted jewelry.

COLUMBUS BIDS FOR F. A. M. MEET

Ohio City Plans Vigorous Campaign to Land 1912 Convention—Boosters to be Sent to Motorcycle Shows.

Columbus, O., is hot on the trail for the 1912 F. A. M. convention, and at the meeting of the Columbus Motorcycle Club on Wednesday evening, the 23d inst., the enthusiasm ran high with this prospect, and a real live committee was advocated to push the work along, arranging for a great booster campaign. Special features of the city are to be emphasized during the campaign, so that when it is time for the officials to deside on a meeting place for the motorcyclists Columbus will receive her full measure of consideration, along with some of the cities that are already making strong efforts to land the biggest and best convention that has ever been held by the F. A. M. since its organization.

The club committee, which is to be appointed or elected, will endeavor to point out why Columbus is an ideal place in which to hold the convention next summer. It is to be shown that Columbus is already famous as a convention city, and the fine treatment accorded the delegates and visitors while they are in the city has always been a great factor in its favor.

As a place for the election of new officers and the transaction of Federation business Memorial Hall, newly constructed and with a seating capacity of 5,000, it is claimed, would make plenty of room for a large assembly. Also that for racing the mile track at the Driving Park would offer an ideal place for the speedsters to open up their machines. Combined with these features the club mentions many points of interest, and amusements parks, about the city that would keep the most strenuous delegate "going some" to keep up with the procession. The club will undoubtedly send representatives to the motorcycle shows which are to be held in the early winter in New York and Chicago to boost their home city. The aid of the Chamber of Commerce will also be enlisted in order that the khaki clad riders will open their convention in the beautiful Capital City of Ohio in 1912.

Toledo (Ohio) A Very Busy City.

While spending a few days in Toledo, O., here are the impressions which a New York motorcyclist gained of Toledo, O., its motorcyclists and the motorcycle conditions there.

"This is a good motorcycle town, the machines being largely used for business purposes. The Yale, of course, predominates. The motorcycle police here are a lively lot and do good work. They ride Yale machines. One of the heartiest welcomes which I received was from the Oberwegner brothers, who handle the Yale here. They are hustlers, have a fine, well-equipped store and carry a large stock.

"Last night I was a guest of the Toledo Motorcycle Club. It has fine club rooms in an eight-room cottage on a corner lot, and the rent is dirt cheap, $15 a month. The members are a very fine set of fellows. They held a race meet recently on a poor half-mile dirt track and drew a paid attendance of 8,000 people, while another 1,000 jumped the fence. These members know how to run things right. Twenty of them chipped in $25 apiece to run this meet and after paying all expenses they were able to declare a dividend of $65 to each subscriber, who, of course, was required to be a club member in order to go in to the pool.

"In addition all subscribers were required to leave their original subscriptions in the treasury in order to finance the next meet, which is scheduled for Sunday, August 13th. It will be run on a larger scale than the previous one, and the profits should be much greater. The club members are figuring seriously on the cost of putting up a board stadium, and I would not be surprised to see one here next year, for the racing fever is very strong around here and there is great rivalry among the riders of the various machines.

"Tandem riding is very much in vogue here. In the evening about every third machine you see carries a girl, sitting side-saddle fashion, on a pillow slung on the top bar between the saddle and the handlebars."

Date Selected for Providence Triangle Run.

Sunday, October 8th, has been selected as the date for the annual triangle run of the Providence (R. I.) Motorcycle Club. This takes its name from the contour of the course, from Providence, to Boston, to Worcester, and back to Providence, which is triangular in shape. The distance is about 138 miles, and the roads are boulevards practically all of the way. Those who have been on previous triangle runs need not be told of the good times ahead, but for the benefit of newcomers be it said that the participation in the "high jinks" on the road is worth the price of the entry feet alone. Handsome medals will be given to all who finish with perfect scores. As usual, B. A. Swenson will be master of ceremonies. The triangle run is the banner road event of the year in New England.

Hubby's Medals Used as Hat Pins.

That motorcycle prize medals make fine hat pin ornaments is the opinion of the wife of a motorcyclist. Casting about for something novel in the hat pin line, she hit upon the idea of taking some of hubby's medals and having pins attached to them. Of course hubby consented, and as some of his medals were quite handsome, his wife now has a unique and original set of hat pins. As some of the medals are quite valuable, she uses scarf pin locks to prevent the pins being stolen while in use.

NEWS FROM THE GOLDEN STATE

Motorcycle Accident Unites Estranged Couple—New "Affinity" Has to Surrender to Old Love.

A motor accident may reunite a couple. The former Mrs. Burt Wheeler, of Valencia street, Los Angeles, has had a reconciliation with her husband as the result of an accident in which he was badly injured at Eleventh and Figueroa streets several weeks ago. Intimate friends of the estranged couple say they will remarry. She is nursing him at the Gorman Hospital.

Wheeler and E. S. Brooks, who was living with him at 35 Brooks avenue here, were coming from the beach on their Indian motorcycles when run down by an automobile. Wheeler was picked up unconscious. For days he hung between life and death at the Receiving Hospital, where he was first taken. News of the serious nature of the accident reached Mrs. Wheeler, and she went at once to see him. For several days the doctors refused anyone admittance, and she haunted the vicinity of his room.

Another young woman, who, gossip has it, was to become the second Mrs. Wheeler, also made several attempts to see him. Finally both were admitted. What occurred behind the closed doors only the professional nurse in attendance at the time can say. And she declares it is not the public's business. At any rate the invalid is being cared for by Mrs. Wheeler, and the other young woman has ceased her personal visits to the hospital.

Wheeler is an ardent devotee of motorcycling and mourns the loss of his machine, which was irretrievably damaged in the accident, but is laying plans even now to purchase another Indian. Mrs. Wheeler, who, before the accident had strenuously opposed motorcycling as a sport, has now been won over to it, for she feels that through its medium she has been reconciled to her husband.

Norwich Now Has a Motorcycle Club.

Fruits of the missionary work done by C. V. Pendleton, Jr., a dealer of Norwich, Conn., have at last resulted in the organization of the Norwich Motorcycle Club with 31 charter members. The charter will be kept open until September 1st. The organization meeting was held at Pendleton's store, and after the choosing of temporary presiding officers the work of permanent organization was taken up. Officers were elected as follows: Joseph Desmond, president; C. C. Simpson, Jr., vice-president; F. R. Wilson, secretary-treasurer; C. V. Pendleton, Jr., captain; L. S. Manchester, lieutenant. It was voted to affiliate with the F. A. M. The officers were elected for a term of three months, when another election will occur.

WOLTERS BEATS DEROSIER'S RECORD

On Riverview Stadium Covers Mile in 40⅕ Seconds—Defeats Hasha and Balke in Hair-Raising Finish.

The world never saw better motorcycle racing that was exhibited at the Riverview Stadium, Chicago, on the 26th ult., and it is doubtful if more exciting contests will be held for a long time, even on this record-beating track. In the exhibition against time for the purpose of lowering De Rosier's mile record of 40⅘ seconds, made a few weeks ago at Brooklands track, in England. Wolters (Excelsior) clipped three-fifths of a second of the record, doing the distance in 40⅕. One-fifth of a second less would have given Wolters an average of 90 miles an hour, which is regarded as fast motorcycle riding in Chicago and vicinity.

The two-mile record fell in a heat of the professional race, in which Wolters defeated "Speedy" Hasha, riding an Indian, nipping him at the finish line in 1 minute 24 seconds, which is one-fifth of a second faster than De Rosier's time made at Los Angeles. It took Wolter's last gasp to win the final of the ten-mile race against Hasha, with Balke, who now is riding an Excelsior, coming in third. The time was 7 minutes 17⅘ seconds, and the spectators saw the best finish furnished here for many nights. Wickwire, on an Indian, defeated a classy field in a four-mile invitation race, and Wenk, on a Thor, riding from scratch, overtook everybody in the five-mile amateur handicap.

De Rosier attends every race meeting at the park, but as yet has not been prevailed upon to ride. Balke has severed his connection with the Indian team, now being attached to the Excelsior camp. Mitchel, of the Merkel team, now is riding an Excelsior likewise.

The attendance at the Stadium increases with each program, and the seating capacity is inadequate, so popular has the motorcycle racing become in these parts. The summary:

Five-mile handicap, amateur—Won by Wenk; second, Williamson; third, H. P. Mitchel. Time, 5:11.

One mile exhibition against De Rosier's record of 40⅘—Joe Wolters. Time, 40⅕.

Five miles, open to professionals—Won by Wolters (Excelsior); second, Hasha (Indian); third, Edwards (Merkel). Time, 3:34.

Four-mile invitation—Won by Wickwire (Indian); second, Chappel (Merkel). Time, 3:20⅕.

Ten-mile Harroun sweepstakes—Won by Wolters (Excelsior); second, Hasha (Indian); third, Balke (Excelsior). Time, 7:15⅘.

Sunday, August 27th.

Court Edwards, of Salt Lake City, riding a Merkel, won a hair-line victory on Sunday, the 27th ult., in the seven mile feature event at Riverview Park, Chicago, with Balke's Excelsior, and Wolters, likewise on an Excelsior, only inches apart and but a foot in the rear of the winner. Edwards's time was 5:05:25 and his victory was a popular one, as the Utah man has been trying hard ever since the meeting started, but somebody always beat him to the mark in the important races. The contest between the three speedsters was one of the best ever seen on any track.

The opening race, for five miles, was a handicap for amateurs, and Wenk on a Thor was placed on scratch, with three rivals placed at various parts of the track. Wenk overtook all but Mitchell on an M. M., who won the race in 5:20, with Wenk second and Williamson, on an Excelsior, third.



Freddie Hoehm, of Santa Clara, Cal., three years old. Bicycle frame 11 inches high; wheels 13 inches. Fisk tires.

Wolters sustained slight injuries when his tire came off just after the completion of the seven-mile race, but will be able to ride by Wednesday night.

The summary:

Five-mile handicap, amateurs—Won by H. F. Mitchell (M. M.); second, P. Wenk (Thor); third, W. F. E. Williamson (Excelsior). Time, 5:20.

Five miles, professional—Won by Joe Wolters (Excelsior); second, Court Edwards (Merkle); third, Charles Balke (Excelsior). Time, 3:37⅗.

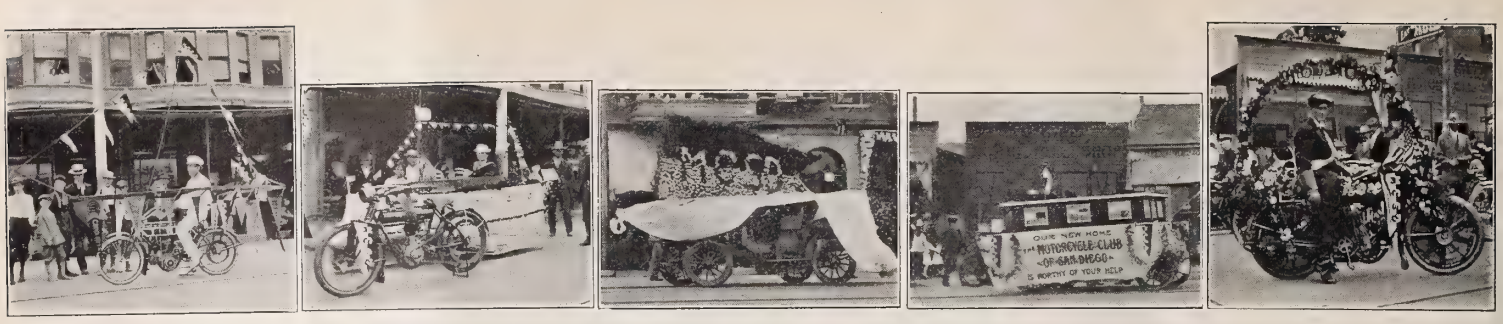
Russian Lion sweepstakes, seven miles—Won by Court Edwards (Merkel); second, Charles Balke (Excelsior); third, Joe Wolters (Excelsior). Time, 5:05⅖.

CANADIAN LIABILITY RUN STARTS

Winnipeg Club Today Ventures Forth on Its Big Endurance Run—Rigid Technical Examination at Finish.

One of the largest motorcycle road contests of the year starts at Winnipeg, Manitoba, on the 2nd inst., when the Winnipeg Motorcycle Club reliability gets under way. It is a three day affair embracing a 370 mile run, and many valuable prizes are offered, chief of which is the handsome Dunlop trophy. At the end of the run the machines will undergo one of the most rigid technical examinations ever imposed on motorcycles, and penalties assessed for all damaged parts. Just how severe this examination will be is indicated by the very complete table of penalties which has been compiled, and is given herewith:

Lubrication.	
Broken oil feed	3
Inoperative oil feed	3
Leaky oil connection	1
Loose oiler	3
Disabled oiler	20
Lost grease cup	2
Loose grease cup	1
Carburation.	
Broken gasoline line	2
Leaky gasoline line	1
Leaky gasoline tank	1
Leaky gasoline petcock	1
Disabled throttle control	15
Broken or loose manifold	15
Brakes.	
Broken operating device	100
Broken brake	100
Loose operating device	25
Bent reach rod	4
Bent reach rod lever	2
Running Gear.	
Broken spring leaves	5
Broken spring clips	15
Loose head	2
Bent handle bar	2
Broken handle bar	5
Broken or lost pedal	5
Bent pedal crank	5
Broken starting chain	10
Broken driving chain	35
Broken driving belt	35
Split or ripped flat belt	15
Broken saddle spring	5
Broken cushion frame	5
Broken cushion fork	5
Bent or loose mudguard	6
Loose wheel bearings	10
Bent forks	50
Bent rim	20
Broken cups	10
Bent frame	50
Broken frame	200
Lost muffler	5
Muffler cut out wire broken	1
Broken muffler	3
Loose muffler	2
Muffler nut loose	1
Broken wheel	100
Loose wheel spoke	5
Broken spoke	10
Wheel spindle loose	5
Wheel bearing loose	5
Ignition.	
Loose terminal	1
Broken terminal	2



MOTORCYCLE FLOATS IN PANAMA EXHIBITION CELEBRATION AT SAN DIEGO, CAL.

Dead battery	2
Lost commutator cover	2
Disabled commutator	20
Inoperative ignition control	5
Disabled magneto	20
Loose magneto	4

Machinery Parts.

Broken valve	5
Broken valve spring	2
Broken cam	200
Broken cam shaft	200
Broken crank shaft	200
Bent crank shaft	250
Bent valve rocker arm	10
Broken valve lift arm	10
Broken transmission shaft	100
Broken gear	25
Broken bearings	10
Broken clutch	250
Engine hanger bolt broken	2
Engine bolt loose	2
Cylinder head leaking	2

Any parts not shown in above list which may incur a penalty, such penalty shall be fixed by a vote of three officials.

Mixed Program at Toronto Track.

Eight Motosacoche riders turned up for the open motor event in the last meet of the season at Toronto on the 24th ult., and two heats were necessary on account of the small track. In the final, distance five miles, Harold Cole, the sensational Indian and Reading Standard racer, showed that, no matter what kind of a machine he is on, he can always lead the procession, but in this case a scant supply of gasoline caused him to drop out when the race was almost over, leaving Charlie Orr and Lou Marsh to fight it out. Orr cutgeneraled Marsh and crossed the line victor by half a length, with Herb McDonald third. The five miles was covered in 9:56, which is fair considering that only 90-pound machines were used and that it was a four-lap dirt track.

Walt Andrews scored another triumph over Gordon McMillan, the half-mile champion, when he walked off with the miss-and-out bicycle race, while Joe Golden went a step higher when he carried off the first prize in the 2:40 class race. Golden pedaled some in this contest, going the distance in 2:27. A tug-of-war and a couple of foot races completed the program, which was highly entertaining to the 2,000 spectators. Summary:

One mile novice—Won by T. Ford; second, H. Coleclough; third, F. Hall. Time, 2:25.

Miss-and-out race—Won by Walter Anond, Scotty Wilson; third, Gordon McMillan. Time, 4:22. Distance, 1¾ miles.

2:40 class race, one mile—Won by Joe Golden; second, G. Watson; third, A. Watson. Time, 2:27.

Five-mile motorcycle race—Won by Charlie Orr; second, Lou Marsh; third, Herb McDonald. Time, 9:56.

Ladies' motorcycle race, two miles—Won by Miss Dolly Golden. The Taylor sisters fell. No time.

Charges of Graft Are Heard Again.

Ghosts of the Manhattan Racing Association, which ran the Guttenberg (N. J.) motorcycle races last year, are walking again. It was an open secret at the time that one of the high priests of the association was getting a fat rake off from a jewelry firm on all prize orders which riders presented. Of course, that firm had a monopoly of filling the prize orders on Guttenberg races. It was not long before complaints began to be noised about that the riders were being squeezed on prizes through over-valuing. As an illustration, one rider went in on a certain occasion and asked the price of a jeweled scarfpin. The salesman did not know that this rider had a prize order account and told him that the pin would cost $60. The rider postponed his purchase, and went in another day and again asked the price of the pin from a different salesman, who knew that the rider presented prize orders in payment for purchases. This salesman said the pin in question would cost $80. Whereupon the rider called the turn and told how he had got a $60 quotation from another salesman. Confronted with this queer situation the salesman, who was well acquainted with the rider, "caved" and told the whole inside facts of how one of the "high priests" was getting a 20 per cent. rake off on all prize orders filled, and how the firm over-valued goods paid for with prize orders. Wise riders then commenced to make their selections before presenting orders in payment, so that they got a legitimate price on selected goods. Although several riders stated that they did not like the quality of prizes which this firm furnished, they could not get orders on any other firm, and were forced to deal with this concern. Advices by "grapevine telegraph" now state that the chairman of the competition committee is looking into the little graft, and very likely will call on a certain race promoter prominently identified with Guttenberg affairs for an explanation of why riders were squeezed on prizes.

One Thousand Expected at Barbecue.

"Motorcycle Day," set for Sunday, September 24, promises to bring together one of the greatest gatherings of motorcycle enthusiasts ever held in California. It will be held under the auspices of five motorcycle clubs, and if the plans of the committee mature, there will be at least 1,000 motorcycle zealots at the barbecue and picnic to be held at Cresta Blanca on the date mentioned.

Plans were inaugurated at a meeting of the captains of the five largest motorcycle clubs of the State at Tracy last Sunday. Captain J. H. Robinson, of the local club, was elected colonel of the State motorcycle regiment, and the general details of the day's festivities were mapped out.

Nineteen counties are to be represented by the motorcycle riders, and each club is to take charge of four counties. The run is to be known as the "Ribbon Run." The San Francisco riders will be known by white ribbons, those of Oakland by red ribbons; Sacramento, yellow; Stockton, green, and those from San Jose by blue.

The county clubs to participate in the run include those of San Francisco, Sonoma, Marin, San Mateo, Santa Clara, Santa Cruz, Merced, Stanislaus, Solano, Sacramento, Yolo, Napa, Placer, El Dorado, Amador, Calaveras, San Joaquin, Alameda, and Contra Costa counties.

The committee has planned that the motorcyclists of each of the counties represented are to leave their homes early in the day and meet at Cresta Blanca, four miles east of Livermore, at 10 a. m. There is to be a barbecue dinner, a musical entertainment and comic races. At least 1,000 riders are expected to be in attendance, and the San Francisco delegation will probably number 200. Big delegations are sure to arrive from Oakland and from Sacramento, while San Jose is full of enthusiasts.

Detroit Track to be Built in Spring.

Plans for a board motordrome about which the Detroit (Mich.) Motorcycle Club was interested recently, have been laid on the shelf until spring. It is stated that when the apple blossoms sprout again, the track project will be taken up again.

THE YALE MOTORCYCLE CLUB OF PHILADELPHIA



A Sheaf of News from the Northwest.

Oregon motorcyclists hereafter will be compelled to drive carefully and must keep within the speed limit at all times. The use of muffler cutouts is positively prohibited, and those motorcyclists which make an unnecessarily loud noise will have to equip their motorcycles with a muffler or else they will be arrested as well as those who use a cutout. They will also be compelled to carry the new state license and register the same with the city license department of Portland, Ore., where they will be furnished with an identification card which they must carry at all times when riding, and show same when requested to do so by an officer. Those riding motorcycles who have no identification card will be arrested and fined. Numbers must be carried on the rear of the motorcycle, as furnished by the state. And the number must be painted on the lamp in front.

The Portland Motorcycle Club held an enjoyable picnic August 13th, at Willamette, on the Tualatin river. Upwards of 50 machines of all makes made the trip, a number going a la tandem.

C. L. Sheets and M. T. Jones, members of the Portland Club, recently returned from a trip to San Francisco by motorcycle, and report a splendid journey. They had very little trouble with the roads, although in some parts it was impossible to make any fast time.

The Portland Motorcycle Club intends holding another meet the early part of September. The past meets have been so successful that the club will continue to give these monthly tests of speed until the rainy weather sets in.

Verne Maskell, the fearless rider of the Indian machine, was presented with a handsome gold signet ring by his fellow riders, at the monthly meeting of the Portland Motorcycle Club, last Thursday evening.

A portion of the Washington motor law governing motorcycles, reads: "Every motorcycle shall use the muffler and the same shall not be cut out or disconnected within the limits of any city or village within the state." The new Tacoma city ordinance prohibits the use of the "cutout" between the hours of 10 P. M. and 7 A. M.

Riverview Track Eligible for Records.

Insofar as measurements are concerned the Riverview Stadium at Chicago, now is eligible for record trials, a sworn affidavit of measurement having been filed with the chairman of the competition committee by Edward A. Green, a civil engineer of Chicago. The affidavit states that the track is 1,760.3 feet in circumference to the lap, the measurement being taken 18 inches from the pole, and on the white line, which is said to be the lower riding limit for high speed. The track is three laps to the mile, and, as the measurements show, is well over that distance.

Baltimoreans in Long Distance Run.

Roger Wilkins and Devit Kemp have just returned from a trip through Pennsylvania and New Jersey. They reported that they had experienced no engine trouble whatever, only one puncture, and an enjoyable trip throughout. Wilkins and Kemp are looked upon as two speedy riders and the results of their trip show it.

Starting from Baltimore on Monday, August 7th, they took the Philadelphia boat, but got only as far as Chesapeake City, on account of a sunken barge in the canal, making further progress for their boat impossible. They left the boat at 3:30 P. M. and started for Philadelphia by the way of Wilmington, a distance of 120 miles, 15 of which is sand. At 7:15 they reached their destination, which is remarkably fast time.

Resting at Philadelphia over night, they boarded a ferry over to Camden the following morning and took the White Horse Road to Atlantic City. They covered the distance, 72 miles, in one hour and thirty-five minutes actual running time. They stayed in Atlantic City four days, and Saturday, the 18th inst., left for York, Pa., which was reached at sundown without much difficulty. From York they proceeded to Frederick, Md., and returned to Baltimore via Ridgeville.

Club Mill Still Turning Merrily.

The officers of the Montgomery (Ala.) Motorcycle Club are the following: Emery S. Egge, president; G. J. Mills, vice-president; J. E. Fuller, secretary; J. W. Owens, treasurer; M. B. Horrelle, captain; J. E. Fuller, first lieutenant; P. P. Park, second lieutenant; directors, the officers and J. G. Johnston and A. E. Dedrick. The club plans to hold a race meet at Van Diver Park soon which is expected to stimulate motorcycle interest in that section right smart. Recently an educational closed meet was held, at which no admission fee was charged, and the keen sport which was served up set the sporting blood of the local youth boiling.

Motorcyclists of Greeley, Colo., have just completed the organization of the Columbine Motorcycle Club, which starts with 20 charter members. Officers were elected as follows: L. J. Miller, president; Leo A. Woods, secretary; A. S. Rogers, treasurer, L. F. Horn, captain. Affiliation is expected to be consummated shortly and open house will be maintained for the benefit of tourists. Race meets and other forms of competition are planned to stimulate and foster interest in the sport.

It will not be the fault of Addison E. Kinzer, a leading motorcyclist of Arthur, Ia., if that town does not boast of a motor-

cycle club in the near future. Kinzer is making a strenuous effort to round up all the riders on his reservation. There is no club in Ida county at present, but interest in motorcycles is growing at a rate which would warrant the formation of a club, and that without a great deal of effort.

"There is no regular club here at present but there are about 50 motorcyclists in town who easily could be interested in the formation of a club if some one would take the trouble to start the ball a rolling," writes G. E. Munger, of Rock Island, Ill. Whereupon Estabrook calls for local volunteers.

Kipp Forsakes Motorcycle Racing.

Returning from a three months' tour of the Canadian Northwest, which he made in the interests of the Hendee Mfg. Co., Springfield, Mass., Herb Kipp, of Toronto, the Canadian motorcycle champion, has made the announcement that he is through with racing, although he will always be prepared to jump back into the game again to defend the Indian laurels, if necessary. Kipp arrived at his home in Toronto on August 27th, and reports that he will be followed shortly by a Winnipeg Frenchman, named Baribau, who will represent the Western city at the Canadian championships to be held at Toronto on September 16th. Baribau rides a seven horsepower twin-lunged Indian and has been found unbeatable in the Western provinces. Kipp did some cross-country riding while out West. He says that the going is good as long as a tourist can stick to the trails, but in places farms have been ploughed up, destroying these highways and here it is necessary to take to the fields or the railway tracks. His longest trip was from Winnipeg to Regina, a distance of 500 miles.

More Racing Wanted at Dubuque.

Having been treated to one rip roaring speed party, the motorcycle racing fans of Dubuque, Ia., desire to have some more gasoline lightning turned loose on a dirt track, and plans are under way to give the public what it wants. A meet has been booked for the 17th inst., and there is talk of making it a two day affair, to start on the 16th, in order to get the shekels of the week end country visitors, who would not go to a race on Sunday because they think it a desecration of the Sabbath. Arrangements already have been closed for the use of Nutwood Park track.

"Minneapolis" Agents Ride to California.

Starting on a trip last week that will test the endurance of the rider and machine to the highest degree, Charles F. Rogers, of the Rogers Electric Co., Central Ohio agents for the Minneapolis motorcycle, is en route to San Francisco from Columbus, O. Rogers has for a companion as far as South Dakota Earl Brooks, also of Columbus. The two men struck westward through Indianapolis, Chicago, Minneapolis and St. Paul. In Minneapolis Mr. Rogers will visit the Minneapolis motorcycle factory. From the "Twin Cities" the route will lead toward the Rockies and the coast by what is known as the northern route. Upon reaching South Dakota, Brooks will leave Rogers and the latter will then hit the trail for Salt Lake City. Word reached Columbus August 28th from Mr. Rogers stating that both riders reached Chicago without accident either to their machine, both Minneapolis "5's," or to themselves, beyond being delayed two days on the road by the terrific rainstorms.

Big Crowd at Unsanctioned Meet.

Nineteen hundred people saw some good racing at an unsanctioned motorcycle meet conducted by the Zanesville (Ohio) Motorcycle Club at the fair grounds track on the 20th ult. High scores were made by Garrett and Williams, each of whom took three firsts. Summary:

Three mile, four horsepower, belt drive—Won by Malone (Yale); second, Heydenrich (Yale). Time, 4:38.

Three mile, four horsepower, chain drive—Won by Williams (Indian); second, Zwicker (Indian). Time, 4:28.

Three mile open—Won by Garrett (Indian); second, Malone (Yale). Time, 4:28.

Unlimited pursuit—Won by Garrett (Indian). Distance, 2⅛ miles.

Three mile open, four horsepower—Won by Williams (Indian); second, Malone (Yale). Time, 4:36.

One mile against time—Garrett (Indian), time 1:20¾; Malone (Yale), 1:24¼.

Five mile handicap—Won by Williams (Indian); second, Garrett (Indian). Time, 6:43.

Toronto Would Like Americans to Race.

The Toronto (Ont.) Motorcycle Club has scheduled a race meet for the 16th, and is dickering with Frank Hart, the American amateur champion, and other stars to cross the line and tear off some speed. The chairman of the competition committee says that the American riders can compete provided the Canadians secure an F. A. M. sanction and run the meet under the F. A. M. rules.

Hurricane Wrecks Racing Plans.

Owing to the hurricane which raised so much havoc in Charleston, S. C., and vicinity last week the motorcycle races scheduled for Labor Day at the Isle of Palms, a summer resort near the city, have been called off. Communication with the island was cut off and the destruction of the bridges, together with the general damage done necessitated the abandonment of all immediate amusement projects.

New Era Enters Ohio Race Meet.

Messrs. A. B. and B. M. Howell, the Central Ohio agents for the New-Era Auto Cycle, Racycle and Flying Merkel motorcycles, will enter the Columbus motorcycle races on September 17th with the Merkel and New Era machines. This will be the initial appearance of the New Era on a track in this part of the country, and considerable interest is being shown as to what the Dayton machine will do.

Sanction Fees Not to Be Increased.

Published statements that there has been an increase in motorcycle sanction fees to include referee's fees also, have brought a vigorous denial from the chairman of the competition committee. The chairman states that there positively is no ground for such an allegation, that he has no authority to include referee's fees in sanction charges and never has attempted to do so. At the national F. A. M. convention at Buffalo the sentiment of the assembly was favorable to including referee's fees with sanction charges in order to assure referees receiving compensation, but the matter was referred to the Board of Directors for final action and still is pending.

Akron Club Has Ambitious Plans.

"Gates Mills—chicken dinner" tells in tabloid form the tale of the whereabouts of the Akron (O.) Motorcycle Club on Sunday, 19th ult., and how they spent the day. The roads were fine, ditto the dinner, and everyone had a good time and made the round trip without mishap. The club will hold its last race meet of the season on Saturday, 16th inst., and will endeavor to surpass all its previous efforts in this field.

Sad News for Middleboro Riders.

Sixteen members of the Middleboro (Mass.) Motorcycle Club became professionals, probably unwittingly, on Sunday, 20th ult., by competing in a road race through the streets of the town, for a five dollar gold piece. Harold McCarthy won the race and the prize. Half of the starters finished.

Marylanders Returning From Long Tour.

Alvin Nusbaum and George R. Vickers, members of the Maryland Motorcycle Club of Baltimore just have returned home from long tours. Nusbaum spent two weeks rambling through Pennsylvania, New Jersey and New York, while Vickers spent several weeks exploring New England.

Amendment Offered to Hudson Tour.

Concerning the Hudson tour from Albany to New York City, as outlined in the last issue, Albert H. Rivenburgh, of Clermont, N. Y., offers the following correction of the route in his territory: From Hudson to Blue Store, to Clermont, to Red Hook, to Rhinebeck.

Los Angeles Club Plans Quarterly Trials.

Quarterly trials similar to those held in England are being considered by the Los Angeles (Cal.) Motorcycle Club. A committee has been appointed to develop the idea. The success of the club's last endurance run has created a demand for more competition of the same sort.

ENTHUSIASM WAXES AS LABOR DAY APPROACHES

New York's Cyclists and Motorcyclists Rally from All Sides to Defend Coney Island Cycling Path—Moral and Financial Support Offered by Men in All Walks of Life—Officials to Review Parade—The Line of March.

Handsome prizes, generous financial support and most effective services all willingly and liberally contributed by loyal supporters and enthusiastic devotees of the sport of cycling bespeak a highly successful consummation of the efforts of the Greater New York Cyclists' Association, when on Labor Day, Monday next, they will hold their parade to demonstrate their protest against the proposed confiscation of the Coney Island cycle path.

Unless all signs fail the parade will equal if not excel anything of the sort held not only in recent years, but at any time during the history of the two-wheeled steed. Thousands of personally addressed notices have drawn forth a surprisingly large number of assurances of the recipients being in line. Columns of reading matter published by the local dealers have aroused an interest, as displayed by the inquiries that is most gratifying to the committee in charge.

The motorcycle division, although this branch of sport is of recent beginning comparatively, gives promise of rivalling any turnout of this nature held anywhere in the country. This will be the first parade in Greater New York for the single track motor vehicles, and consequently the followers of the game are particularly anxious to display their mounts to the best possible advantage. Dr. J. P. Thornley, marshal of this division, expects at least 75 per cent. of the motorcyclists of the city will be in line, with a large representation from the F. A. M.

Among the bicyclists the greatest activity is in evidence. As there is a prize up for the club having the largest number in line the keenest competition prevails. The Century Road Club Association has called a club run for that day. The Century Road Club of America reports practically the full membership have enrolled for the parade. The Empire City Wheelmen, always one of the most active clubs in metropolitan circles, is making every effort to carry off the largest club prize. The youngest club of Brooklyn, the Atlas Wheelmen, have had a committee of five working continuously all week in preparation of their initial bow to the public.

Ever since the the permit was issued by Secretary O'Riley of Park Commissioner Kennedy's office late last week the work of the committee has been going forward by leaps and bounds. At the meeting of the association held at headquarters on the 28th ult. the business connected with the movement was conducted in a manner worthy of an organization of much greater experience. One particularly praiseworthy item was the appointment of a committee on constitution and bylaws, as it is now the avowed intention, in view of the results already obtained, of making a permanent organization for the bettering of all conditions for motorcyclists and bicyclists.

Mr. A. Yeager, sporting editor of the Brooklyn Eagle, was among those present at the meeting on the 28th ult., and entertained and instructed the members in a valuable talk on the history of the famous path. Another interested well-wisher and loyal supporter present was C. L. Simms, who holds membership card No. 5 in the Federation of American Motorcyclists. The Atlas Bicycle Club was represented by George Hausenbauer, W. H. Kirshner and Charles Hausenbauer. Sylvan Segal looked after the interests of the C. R. C. A., as did "Bob" Lawson for the Amsterdam Wheelmen.

The press committee was added to so that now it consists of J. Leo Sauer, chairman; "Happy Days" Pitman, A. Yeager, John Foster, William Rafter, George Sullivan, Harry Burchell, A. Steiner, Bob Edgren, R. Carter, W. H. Hicks, Henry H. Niemyer, J. J. Karts, Harry B. Cashman and Edw. Hazelton.

Prizes contributed show that all classes will be well provided for and in all probability firsts and seconds will be awarded. Those received to date are from Dieges & Clust, City Supply Co., D. P. Harris Hardware Co., E. J. Willis Co., John S. Leng's Son & Co., Robert Stoll, New York Sporting Goods Co., Broadway Bicycle & Auto Supply Co., Charles F. Splitdorf, Park Row Cycle & Auto Supply Co., Charles Greenwald, M. Worksman, Park Row Motorcycle & Bicycle Supply Co. and Veeder Mfg. Co.

Subscriptions received to date, the donors and the amounts are as follows:

Henry Schult	$1.00
Charles J. Davis	1.00
Arthur G. Mullin	1.00
B. D. Sutherland	1.00
Edward Herrschaft	1.00
Howard Morris	1.00
John Vanden Houten	1.00
Charles L. Simms	1.00
Dr. J. P. Thornley	1.00
Atlas Bicycle Club	5.00
Henry Heyer	5.00
H. J. Wehman	5.00
A. H. Patterson	5.00
Bicycling World	5.00
Charles E. Miller	10.00
E. J. Bretz	10.00
W. W. Davis	10.00
Charles F. Splitdorf	15.00
Total	$79.00

President Steers of the Borough of Brooklyn has accepted the invitation of the committee to view the parade and in this he will probably be accompanied by Police Commissioner Rhinelander Waldo, of Greater New York; Fire Commissioner Johnson, Hon St. Clair McKelvey and the Hon. William Berri.

Final instructions and orders are issued as follows by the grand marshal for the direction and conduct of the parade on Labor Day:

August 31st, 1911.

Clubs and riders participating in the Coney Island cycle path bicycle and motorcycle parade on Monday afternoon, September 4, are requested to note the following orders for the day. The marshals and aides will see that they are followed.

New York riders will start from Columbus Circle promptly at 1:30 and proceed over the Williamsburg Bridge and through Bedford avenue, Brooklyn, to Eastern Parkway.

The assemply will take place promptly at 2:30; right of line resting on Eastern Parkway, east of Bedford avenue, in the following order:

Grand marshal and his aides.
Bicycle and motorcycle police.
Motorcycle Division, Dr. J. P. Thornley, chief marshal.
Federation of American motorcyclists.
Motorcycle clubs; positions to be designated by marshal.
Unattached riders (marshal to be announced) in the following order:
New York, Brooklyn, Long Island, New Jersey.
Motorcycle tri-cars and tandems, H. J. Weyman, marshal.
Bicycle division, W. R. Stroud, chief marshal. Club with largest number present to have right of line.
Unattached riders in the following order:
New York, Brooklyn, Long Island, New Jersey.
Tandem riders. Ladies' Division.
Girls' divisions. Boys' division.
Detail of police.

All clubs and riders must report to the division marshal not later than 2:30 and take position in line assigned to them without delay.

The marshals and division marshals shall carefully inspect the riders in their respective divisions and refuse a place in line to

any rider or riders who do not present a neat appearance, reporting to the grand marshal promptly at 2:40 the number of riders in their respective divisions.

The distance between riders will be five feet and must be maintained at all times. On approaching within five feet of the official automobiles containing Borough President Steers, who will review the parade, and the judges, the riders will execute a military salute, and turn the head toward the officials, remaining in this position until five feet past the automobiles.

Head and eyes must be kept straight to the front at all times and no loud talking or yells will be allowed. No bugles, whistles, bells or sirens must be used except when necessary by the officials. Handlebars must be upturned. Any rider refusing to comply with a marshal's request in accordance with these orders will be refused a place in line.

The judges will be passed twice to allow them a sufficient opportunity to judge the contestants. The parade will be halted at the foot of the cycle path to allow the judges to give out the ribbons designating the winners in each division.

Line of march: Eastern Parkway to Flatbush avenue, to Ocean avenue, to Parkside avenue, to Cycle path, to Surf avenue, to Steeplechase Park and dismiss.

Prizes will be given as follows:

For the best decorated bicycle and motorcycle in each division, to wit: Best decorated bicycle and motorcycle in the club division, unattached, tri-car and tandem, ladies', girls' and boys. Also prizes for the bicycle club and motorcycle club having the largest number out, for the rider on the oldest wheel in line, the youngest boy and girl and the oldest rider. It is possible that first and second prizes will be given

Jersey to Drop "Pay-as-You-Enter" Plan.

New Jersey will be a "pay-as-you-enter" state for motorcyclists of other states not a great while longer if a movement launched by motor car owners at a mass meeting held at Asbury Park on the 19th inst., accomplishes its purposes. The main object of the meeting was reciprocity for touring motorists who have complied with the motor laws of their home states, and in consideration of such now are granted privilege of free entry in practically all states except Jersey, which still exacts a full license fee from all motorists both at home and abroad. Resolutions were adopted at the meeting calling for the granting to motorists of other states the same privileges in Jersey that other states grant to Jersey tourists, and that if necessary the cost of Jersey licenses be increased to offset any possible deficit which the proposed reciprocity would bring about. Therefore, if Jersey opens her doors to all tourists free under the new arrangement, it is possible that home motorcyclists may have to pay a little more for their licenses, but the change will result in the greatest good for the greatest number.

BOSTON "POET" LIFTS HIS VOICE

Sends Rhymed and Metered Call Abroad —For Annual Run on Bay State Road.

Once again we have the call of the Boston Bicycle Club announcing in quaint and inviting phraseology the annual run of the club in The Wheel About the Hub.

Oh, hasten then, ye sturdy men,
Of the Boston Bicycle Club,
Give ear to the all-compelling call
Of the Wheel About the Hub.

All thoughts of rank and funds in bank,
To the winds are thrown aside,
As we frolic and play on the broad highway,
On our ever-be-joyful ride.

The Wheel About the Hub, the most Famous, the most Unique, the most Golopshus annual event this side of Heaven, will take place on Friday and Saturday, September 8th and 9th, 1911. We will meet as of yore at the corner of Walnut Avenue and Warren Street, Roxbury, at 9:30 o'clock A. M. and bliss will immediately ensue. Mr. Cushing, the druggist on that corner, will in the kindness of his heart give shelter to such grips, valises, carpet-bags and Gladstones as may be sent to him. The Faithful and Forceful will attend on bicycles. The Flush and the Frail will tag along in automobiles.

The same old stops, the same old fun,
The same old pranks are due.
The same old quisby game of ball,
Doesn't that appeal to you?

Just think of it! Jamaica Pond, the Arborinkhum, the Church in West Roxbury (from the outside), Charles River, Dedham, the Fairbanks Mansion, and then the Grove of Pleasant Memories! Where a certain wagon looms up through the bosky leafage, dark forms in white aprons appear as if by witchery, a barrel superimposing a sawhorse is descried and a sense of content pervades the vicinage. And then the game of baseball between the Silver Tops and the Shiny Polls. And then the Lunch. And Happy Days at his Best.

Blue Hill and the Top of the Hill—for the Frisky and Free. The Chumps and the Cave-Dwellers will remain below, pessimistically prating of has-been wheeling when the world was new.

The Rider's Rest and Shandygaff, Cobb's Tavern with its welcome Welcome. And after that the scorch through Sharon to the Tudor Farm.

The Shades of night were slipping down,
When through an old New England town
Some wheelman rode with might and main,
Vociferating this refrain:—
Bibamus.

The pond at the Tudor Farm invites us to strip and swash ourselves, to soak and sozzle till our skins are stainless as saintly snow. Then comes the Dinner, with its Song and Story, Declamation and Doggerel, Quibble, Quip and Quiz, till the full moon rises in the placid sky and draws the diners out of doors, replete.

Then some sit up a-yawning and some sit down to cards,
And we keep it up till daylight is a-dawning.
But the part we like the best as we've all of us confessed,
Is to hear Joe Hendrie's footsteps in the morning.

The second day brings joy again. Cobb's Tavern once more, John Eliot's spring at the parting of the ways, and after that Ponkapog with Cedar Lodge, the telephone and the swim.

"When next beneath the oak at Ponkapog
We drink our silent toast to those we've lost,
The name above all others in our minds,
The first one in that list which grows too fast,
Will be Frank Weston's, may he rest in peace."

A noble race to Braintree follows, with the customary halt before the church for boasting of past prowess and the present potentialities. Then we luff up and square away for Weymouth Landing and Hingham, Nantasket and Hull, where at the Hotel Pemberton we eat our second Dinner, with appetites untamed by recent gorgings.

And there we part. Those who wish to remain overnight may communicate with Mr. Page, Hotel Pemberton, Hull, Mass. Some of us will return to Boston by boat, some by road. The longer you stay with the bunch, the better you'll like it.

Arthur Kendall calls attention to the fact,
That the advocates of industry are cracked,
And the man is but a slob
Who's attentive to his job,
While his physical well-being is intact.

The Quid pro Quo for this feast of food, fun and friendliness will be ten dollars. If you have any friends who are the Real Thing, bring them along.

Please assist the Committee by replying on enclosed postal card on or before September 5th.

(Signed) AUGUSTUS NICKERSON,
J. J. FECITT,
JOS. A. HENDRIE,
Committee on the Wheel About the Hub.
Who Sanction the Sentiment of this Circular, but Deprecate its Diction and Damn its Dreary Doggerel.

Boston, Mass., August 21st, 1911.

Ohio Boys in Trouble on European Tour.

Word has just been received that the four Columbus (Ohio) boys, Mark McKee, Ben Waddell, Karl Probst and George Greener, who are touring Europe on Minneapolis "Big Fives," are having troubles galore in Italy. According to a letter received by Dr. C. O. Probst from his son, Karl, last Friday, McKee and Probst were each fined $23.28 in American money for having benzine in their machines when they were freighted from Bologna to Milan. Greener was arrested for riding without a license, and then to prove that "troubles never come singly," all were locked up for being in Italy without paying duty on their motorcycles. The boys were helped out of their predicament by the Touring Club of Italy, which secured legal counsel.

Californians Plan Thanksgiving Race.

Before they sit down to turkey on Thanksgiving Day, the members of the San Bernardino, Redlands and Riverside (Cal.) Motorcycle Clubs are going to run a big three-in-one race meet. Details will be completed later.



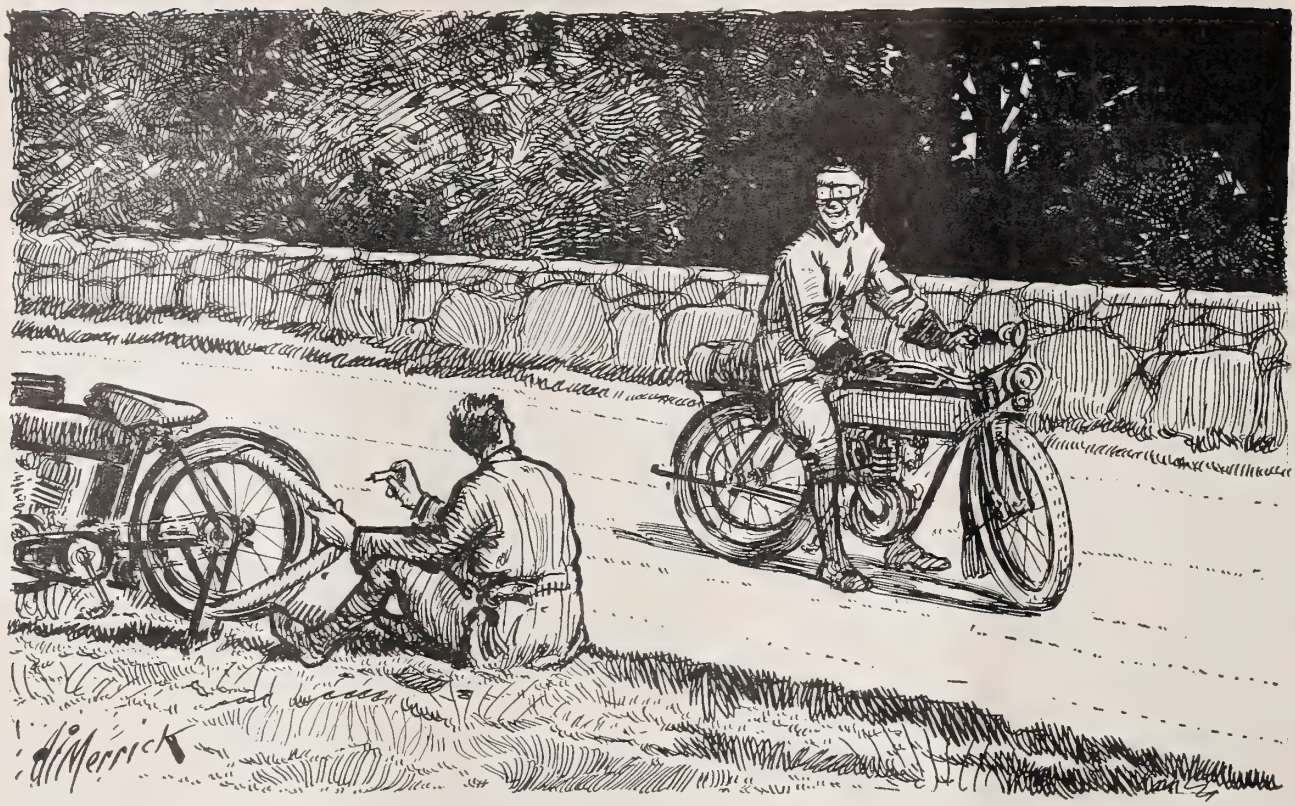
WHAT ONE HARLEY-DAVIDSON DEALER HAS DONE

The Kenney Motor Co., Harley-Davidson dealers in La Fayette, Ind., have installed six Harley-Davidsons for delivery purposes in the above five drug stores.

They have sold five times the machines sold by their nearest competitor, eight times that of the next nearest and twenty times the next nearest, or in all, they sold more machines than all their competitors combined.

Some of these competitors were live wires handling the best competitive makes on the market, but these same competitors were handicapped, handicapped because they lacked the co-operation of our selling system. A system that has increased the average Harley-Davidson dealer's business 82½% this year. A system that will do as much for you. We shall increase our staff of dealers for 1912.

HARLEY-DAVIDSON MOTOR COMPANY
958 L Street **Milwaukee, Wis.**



"Repairing a puncture? Naw! I'm putting some mustard on a sausage. Have a bite?"

GOULLET IN LEAD FOR CHAMPIONSHIP

Australian Heads Professionals with Kramer 23 Points Behind—Fogler Now Ahead of Clark in Third Place.

Alfred Goullet now has an excellent lead in the professional point table in the competition which includes all races run at the Newark Velodrome throughout the season. Until the Western trip by Kramer and Clark the former led, hence through absence of the champion, Goullet has succeeded in accumulating a very safe margin. Barring accidents he should finish the few remaining meets of the season well in advance.

Now that the national championship fight is narrowing down Kramer does not care to take the chances in the rough riding that sometimes occurs in the handicaps, preferring to preserve his condition for the titular events.

Joe Fogler, the Brooklyn blond boy, one of the most consistent performers in the game, has moved up to third place, leading Jackie Clark for that position by one point. The table to date follows:

	1st	2nd	3rd	4th	Pts.
1—Goullet	17	7	4	9	123
2—Kramer	15	5	5	0	100
3—Fogler	6	14	9	5	92
4—Clark	11	8	5	2	91
5—F. Hill	7	6	7	7	74
6—J. Bedell	4	3	7	6	49
7—M. Bedell	3	5	7	4	43
8—Root	3	6	4	2	43
9—Krebs	3	5	5	2	42
10—Palmer	4	2	4	3	38
11—Mitten	2	2	7	4	34
12—Fenn	3	2	4	3	32
13—Wells	2	2	3	4	26
14—Lawrence	1	4	3	3	26
15—Jokus	2	2	3	2	24
16—De Mara	1	2	2	8	23
17—Schwab	1	1	4	3	19
18—Ryan	0	3	1	3	14
19—Williams	1	1	1	3	13
20—Mackey	1	0	3	1	12
21—Carmen	1	0	2	0	8
22—Crebs	1	1	0	0	8
23—Billington	1	0	1	0	7
24—Magin	0	2	0	2	7
25—Morton	0	1	0	2	5
26—Rupprecht	0	1	1	0	5
27—B. Hill	1	0	0	0	5
28—Schilling	0	0	1	1	3
29—Reeber	0	1	0	0	3
30—Kessler	0	0	0	1	1
31—Eaton	0	0	0	1	0

German "Volunteers" Report for Duty.

Forty motorcyclists of the German Volunteer Motorcyclists Corps, whose machines are subsidized by the government for use in case of war, have received orders to present themselves for the annual maneuvers. The riders selected were drawn by lot and will be used for courier service only. All riders in the corps receive an annuity from the government for holding their machines subject to its call for maneuver or war service.

"To me half the joy of motorcycling would be taken away if I did not have the Bicycling World and Motorcycle Review. When every issue comes I think that it could not be better, and yet it keeps on growing better. Keep up the good work." **Frank R. Johnson, Brooklyn, N. Y.**

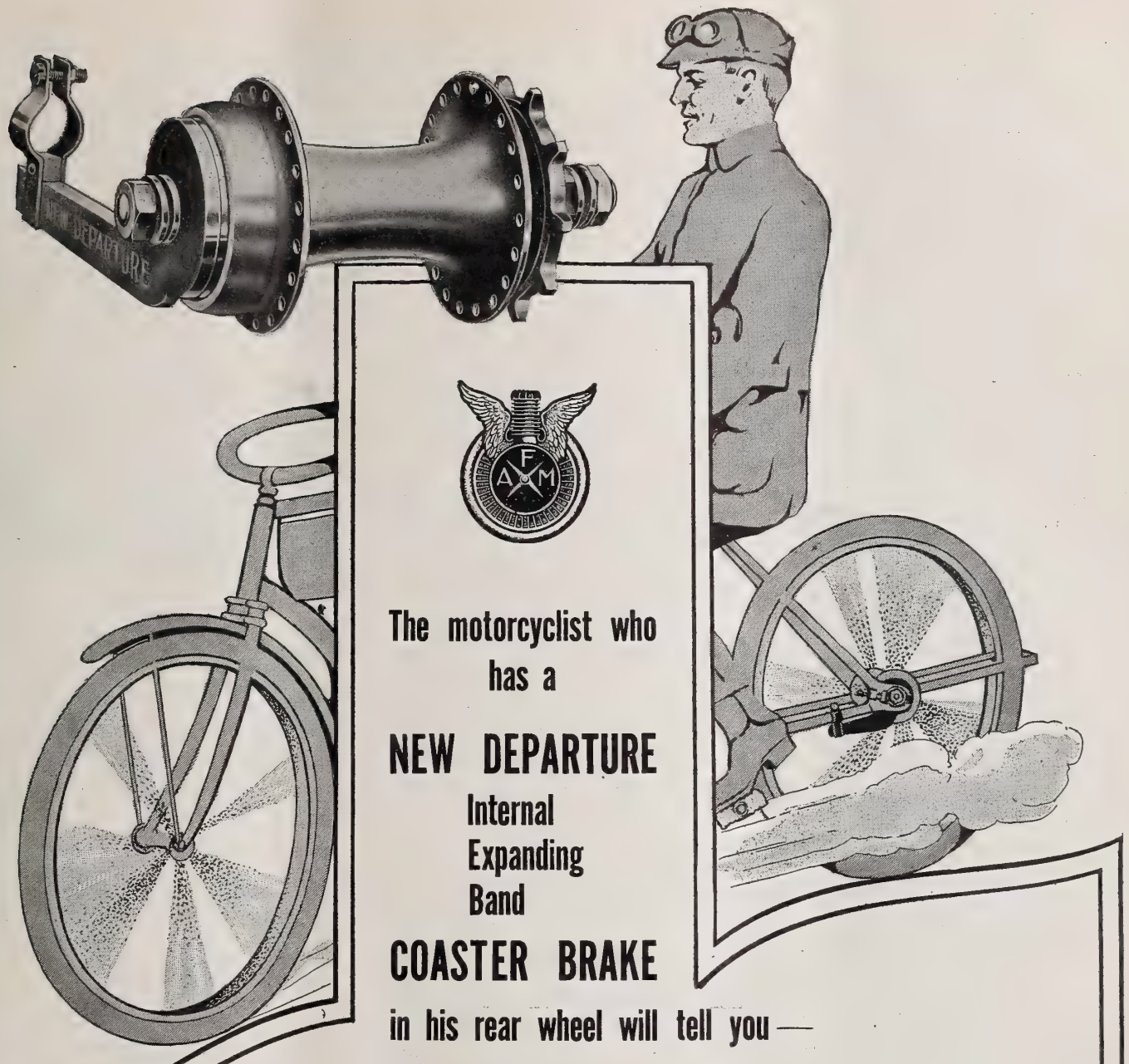
WALTHOUR LOSES HIS VICTORY

Second Heat of Berlin Grand Prize Re-Run and American's Time is Bettered —Much Adverse Criticism.

Robert J. Walthour did not win the 100 kilometer motor paced race for the Grand Prize of Berlin of the 13th ult., as published reports stated. In the final score of the race, which was won by Janke, Walthour finished third, with Stellbrink second. The apparent error in former reports was due to the fact that the second section of the race, stopped owing to darkness at 75 kilometers, was re-run on the next day, the 14th ult.

Again, as on the day previous, the riders, Janke, Stellbrink, Galvin and Ryser, put up a grueling contest, with the result that the final scoring was altered very materially. Incidentally the plan of the race as executed was very unsatisfactory, much adverse criticism being voiced on all sides by spectators and riders alike, the latter particularly, some of those in the first section claiming that had they had the same fast competition their times would have been relatively faster. Summary:

Pos. Name.	Time.
1—Janke	1:17:34⅖
2—Stellbrink	1:18:46⅕
3—Walthour	1:18:59⅖
4—Scheuermann	1:19:30⅖
5—Miquel	1:20:56
6—Ryser	
7—Galvin	
8—Dickentman	Quit in 92d lap



The motorcyclist who has a

NEW DEPARTURE

Internal Expanding Band

COASTER BRAKE

in his rear wheel will tell you —

It never fails to operate satisfactorily.

It is the most reliable part of his machine.

It has more power than he ever really needs — he can stall his engine with it.

It is strong to the point of indestructibility.

It has proven it's success.

Among all the motorcyclists who attended the big Buffalo F. A. M. meeting and whose machines were equipped with New Departure Coaster Brakes all reported the brake as giving excellent service and fulfilling all claims made by it.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors

SCRACTH MEN WIN AT ST. LOUIS

On Priester's Park Track Members of Cycying Club Show Their Caliber—All Events Hotly Contested.

Backmarkers proved invincible in the bicycle races at the carnival of the Royal Arcanum Hospital Association of St. Louis, Mo., held on Priester's Park track, under the management of the St. Louis Cycling Club, on the 20th ult.

The scratch men, all members of the promoting club, accounted for all the places in both handicap events. J. B. Freeman, who took both handicap seconds, led Otto Roeder over in the half mile open, H. E. Blue, the fourth member of the honor quartet of the handicap events, getting in for third. Those scratch men are evidently very folksy.

All the events were well filled and hotly contested. There were nine starters in the half mile open and ten each in the handicaps, 65 yards being the limit allowed in the one mile and 90 yards for two miles.

M. Hohner proved his right to the premier claim in his class by winning the one mile consolation, R. Kessler second and O. B. Henry third, all are members of the St. Louis Cycling Club. Alvin Binder, unattached, finished fourth. Summary:

Half mile open—Won by J. B. Freeman; second, Otto Roeder; third, H. E. Blue. Time, 1:14⅕.

One mile handicap—Won by W. C. Martin (scratch); second, J. B. Freeman (scratch); third, Otto Roeder (scratch). Time, 2:27⅘.

Two mile handicap—Won by Otto Roeder (scratch); second, J. B. Freeman (scratch) third, W. C. Martin (scratch). Time, 5:24⅕.

One mile consolation—Won by M. Hohner; second, O. B. Henry; third, Alvin Bender. Time, 2:54.

Veteran Wins His "Novice" Race.

Riding to victory in the one mile novice at the final electric light meet of the season for Toronto, Canada, on Thursday night, August 24th, "Old Tom" Ford, of the Queen City Bicycle Club, realized the ambition of his long career. Ford is probably the oldest Canadian rider in the game to-day, having started to race in 1896, when the cycle craze was at its height, but, built along the lines of a road plugger, Ford was never able to place his name among the prize winners of the track until his sixteenth year in the saddle. After capturing his novice, his fellow competitors hoisted him shoulder high in the center of the field and gave him three hearty cheers. Ford himself was tickled beyond all measure and promises to go after higher honrs. He has a family of three, the oldest of whom is a boy old enough to race, who will probably start in the big annual Dunlop team road race early this fall along with his diligent father.

The very first ladies' motorcycle race ever held was seen at this meet. There were three starters, three demure little maids in racing costumes, straddling Motosacoches, engaging in the contest, which was the headline attraction of the night. The names of the riders were Miss Dolly Golden, Miss C. Taylor and Miss S. Taylor. The distance was two miles, and only one completed the journey, the Taylor sisters finding it necessary to dismount in rather hurried fashion on the turns. Miss Golden rode like a veteran and did not want to come off the track when the race was declared over.

Cycling Stars in Railroad Accident.

Peter Drobach, Charley Stein and Fred O'Keefe were victims of the Lehigh Valley wreck at Manchester, N. Y., the 25th ult. However, they were fortunate, suffering no ill results beyond a severe shaking up, and all were able to render valuable assistance in extricating many of the less fortunate in that terrible disaster. At the time the riders were en route from Salt Lake City, where the Salt Palace Saucer has recently closed for the season, to ride out the remaining meet at the Velodrome.

Cupid Easily Beats "Long Mac."

Floyd A. Macfarland, a prominent figure on cycling tracks the world around for the last 20 years, a foe to be reckoned with in thousands of races of all descriptions during that time and winner of over 400 firsts, according to reports has at last met unconditional defeat at the hands of the little god Cupid. The approaching nuptials are scheduled to take place at Buffalo the 6th inst. Before leaving the long fellow will give a bachelor supper to Newark friends this evening.

4000 Motorcycle Cases at 60% Reduction
Goodrich Moulded and G & J Flat

1000 M. & W. Tubes at 33⅓% Reduction
Prices to Dealers and Jobbers

Model "A" Merkel-Light at $150

Write for catalogue and discount.

F. A. BAKER & CO.
10 Warren St. NEW YORK



DOW'S BICYCLE LUGGAGE CARRIER

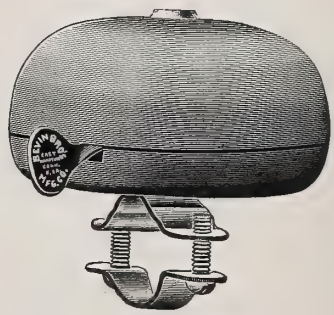
Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

DOW WIRE AND IRON WORKS, Louisville, Ky.

Bevin Bells



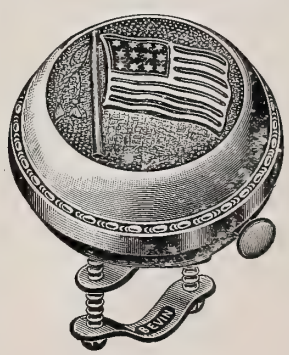
Here is a Bevin



and Another Bevin



Likewise a Bevin



Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

FOR SALE BY LEADING JOBBERS EVERYWHERE.

BEVIN BROS. MFG. CO.
Easthampton, Conn.

Cycling Club Born in Texas City.

The Houston Bicycle Club is the latest cycling club to enter the amateur sporting world, when on the 18th ult., in the Texas city of that name, a number of prominent followers of the sport met and organized.

The objects of the club contain several features, an unusual one which might well be taken up by other clubs providing for the mutual protection of members against the depredations of bicycle thieves. Plans are well under way for a race meet on Labor Day and a very attractive program of events is also being prepared to take place at the No-Tsu-Oh Carnival to be held in the near future.

Headquarters were established at 1120 Texas avenue, and the following officers elected: George W. Beardsley, president; R. W. Calloway, first vice-president; W. Hauck, second vice-president; L. Lee Adam, secretary-treasurer; T. A. Barron, captain.

New Star Appears in Grand Prix.

A newcomer, Rudolphe, heretofore practically unknown in the galaxy of pace following stars, was developed at the Velodrome, Buffalo, Paris, Sunday, 20th ult., in the third section of the series for the Grand Prix de France. Although he did not win he forced the veteran Parent to extend himself to the limit to take the premier position in the race; Rudolphe coming in for second less than half a mile behind. Parent's distance was 67.775 kilometers; Rudolphe second, 67.000 kilometers; Tichon third, 65.250 kilometers, and Simar fourth, 63.550 kilometers.

The final to determine the winner of the Grand Prix will be at 100 kilometers and promises to be an exceedingly interesting contest, in view of the fact that the winner of the second section, Lavalade, rode over four kilometers further in the hour than winners of the first and third sections.

Kramer to Race French Cracks?

According to report from French sources Frank L. Kramer, American sprint champion, will again invade foreign lands. The last occasion was during the season of 1906, when he carried through a highly successful conquest on European tracks, defeating practically every sprinter of the day. The present contract calls for a series of three match races on the Parc des Princes tracy, Paris, in which Hourlier, Ellegard and Friol will be his opponents. Kramer is to sail immediately upon the decision of the present national championship series, and return in time for the six-day race of this year.

Joliet "Cops" Requested to Explain.

F. A. Matteson, of Joliet, Ill., apparently is a mark for bicycle thieves. He has had three bicycle stolen within the past year and none of them have been recovered. What is the matter with the Joliet cops?

Cleveland Cyclers Hold Road Race.

G. Norgauer won the first annual road race under the auspices of the Cleveland Cycle Club in that city on the 26th ult. The race is the outgrowth of the revival of cycling interest in local circles and served the purpose admirably of attracting general attention to the sport. In response to the attraction of a generous prize list of 20 places with a Yale racer for first and three time prizes, a full card faced the starter. Norgauer, riding from scratch, had a wheel-to-wheel battle with G. Fritz, of Toledo, O., who had a minute handicap, getting the decision by half a wheel. E. Brakevelt and E. Norgauer, both scratch men, finished third and fourth respectively. The distance was 17½ miles, and the time 46 minutes.

Guignard Wins Belgian Grand Prix.

Paul Guignard, the world's record holder, won the annual international motorpaced race for the Grand Prix of Antwerp Sunday, August 13th. The prizes hung up amount to a neat little budget, being respectively for first, second, third, fourth and fifth approximately $600, $400, $300, $200 and $160. The distance was 100 kilometres. Less than one-third of a mile separated Lovalade, the second man, from the winner. Guignard's time was 1:17:17⅕. Second, Lovalade; third, Huybrechts; fourth, Tichon; fifth, Darragon. Lawson was pacemaker for Guignard.

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Motorcycle Spark Coils

Insure Greatest Power and Speed

IT is not only safe to say that the Pittsfield Coil consumes less current yet produces a hotter and larger flame than any other design of spark coil, but its entire construction from the method of winding to that of insulation is superior, in that it withstands the greatest vibration, is perfectly waterproof and starts the motor with ease, no pedaling being necessary. Equipped with four or five leads for single or twin cylinder motorcycles.

Maximum power and maximum speed is obtained by employing this coil.

Catalogue Upon Request

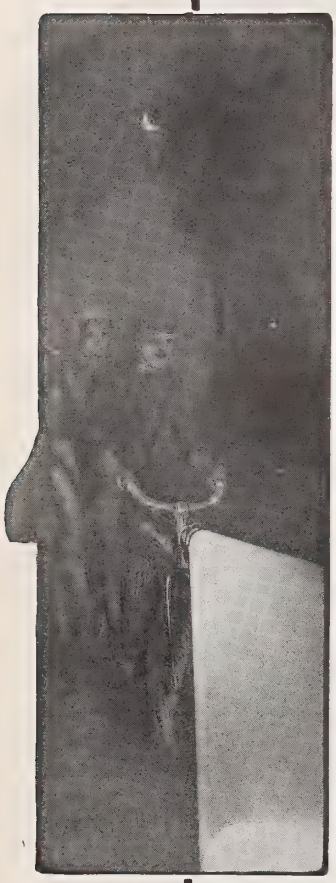
PITTSFIELD SPARK COIL CO.

Dalton, Mass.

SALES REPRESENTATIVES—* New England States, William J. Connell, 555 Boylston St., Boston, Mass. Atlantic States, Thomas J. Wetzel, 17 W. 42d St. New York City. Central States, K. Franklin Peterson and H. V. Greenwood, Room 921, No. 122 So. Michigan Blvd., Chicago, Ill.; * Ogden W. Brown, 218 W. Lake St., Chicago, Ill. * Pacific States, Chanslor & Lyon Motor Supply Co., San Francisco and Los Angeles, Cal. * Canada, Russell Motor Car Co., West Toronto, Canada. * Full line carried.



Our Jewel Mica Spark Plugs cannot break nor short circuit.



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

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But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

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Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

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Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10** Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

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MOTORCYCLE TIRES



are the Strongest, Safest, Best. Corrugated tread and studded tread.

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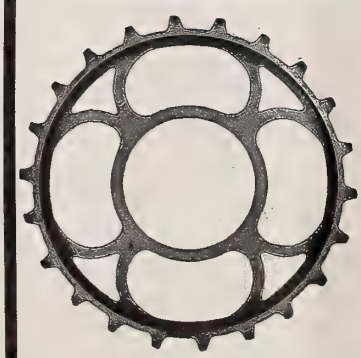
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"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

BICYCLING WORLD COMPANY

154 NASSAU STREET, NEW YORK



Sprockets

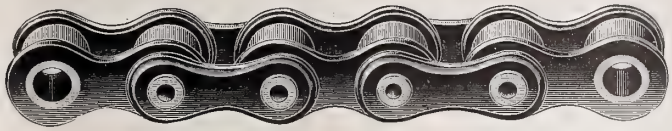
PRESSED—FLAT

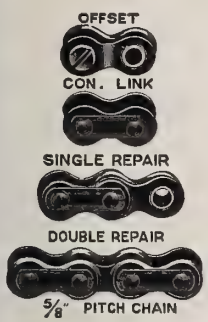
GREATEST VARIETY OF MODELS

All sizes for Bicycles, Motorcycles and Coaster Brakes.

THE PARISH & BINGHAM CO., Cleveland, O.

DUCKWORTH CHAINS AND LINKS



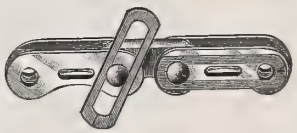


Quick Repair Link
Motorcycle Sizes

There are several styles of chain connections on the market but there is

Only One Duckworth

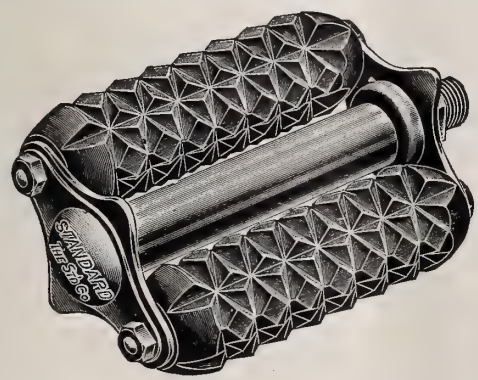
Hans Renold of England states it is superior to anything in the world and it has been adopted by him for use in foreign countries.


Bicycle Sizes

Duckworth Chains have the advantage of Duckworth Patent Connecting Links. Accept no others.



DUCKWORTH CHAIN & MFG. CO., Springfield, Mass.



"Cushion saddles for the feet" is the way one man describes the jar-relieving action of the

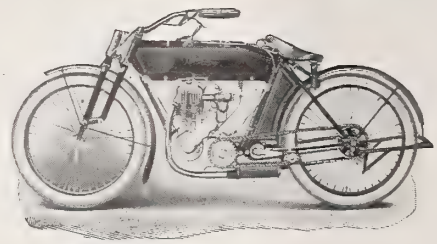
No. 3 Standard Motorcycle Pedal

Instead of being rat-a-tat hammers on the shoe bottoms of the rider, these pedals are big, generous, soft, rubber cushions, with deep corrugations that prevent the laziest foot from slipping off. They sell for $3 per pair. Send for descriptive circulars.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS

THE STANDARD CO., Torrington, Conn.

The Minneapolis



A Marvel of Efficiency

It can be started on sand roads, clay roads and mountainous or hilly roads. The reason is apparent. The two-speed mechanism allows the rider to start with full power of the motor at a ratio of 8 to 1 on the rear wheel.

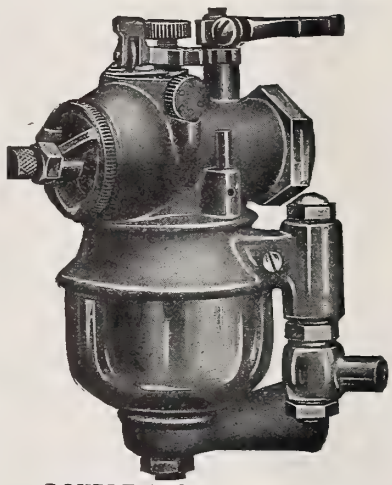
Riders praise the Minneapolis. We have open territory for agents.

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Model G, 1911, Motorcycle Carbureters

Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nickeled and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



DOUBLE ADJUSTMENT TYPE
Glass or Brass Bowl

We can make prompt deliveries.
Catalogs now ready.

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WE specialize on prompt and full shipments. Our catalog on

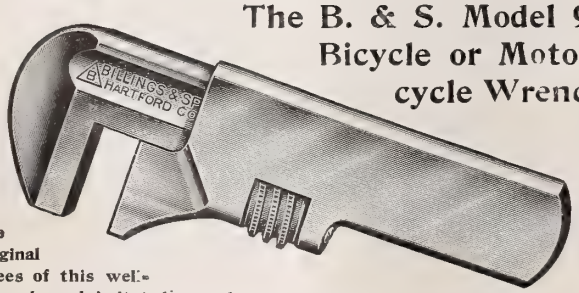
Cycle and Motorcycle Supplies

is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

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We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

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The MUSSELMAN

Air-Cooled Motor Brake

"As Powerful and as Certain as an Air Brake"

Runs as free and easy as an ordinary hub. Costs no more than the other kind. Send for full description.

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You'll stay on the saddle if you ride

THE FLYING MERKEL

Every time you strike a rough spot, you won't be bounced six inches in the air. This because "The Flying Merkel" is the only motorcycle with a Spring Frame and Spring Fork, a device that eliminates all bumping, jolting, jarring and vibration and makes "The Flying Merkel" famous as the world's most comfortable motorcycle.

Her powerful ball-bearing motor has plenty of speed, too.

Send for catalog "D"

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Still Holds the World's Records - - Of Course

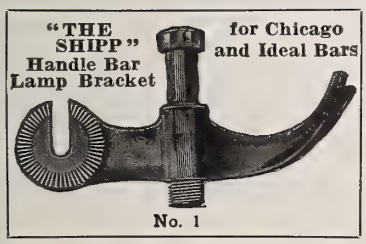
1 Kilometer - - - 25 Sec.
1 Mile - - - - 39 2-5 Sec.

Established by Mr. Collier at Brooklands, August 11th, on his 7 H. P. Matchless, Bosch-Equipped, of course.

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BOSCH MAGNETO COMPANY

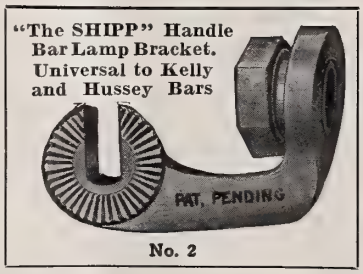
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Stock Them and Increase Your Lamp Sales

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Sparks in Water

Special Motorcycle Types

The fact that the "Reliance" plug "Sparks in Water" proves that it can't be short circuited.

As an automobile, motorcycle or motor boat owner, you will instantly appreciate the overwhelming importance of this one great point. Beside it other claims sink into insignificance.

Soot, carbon, and other fouling influences, have no effect on Reliance Plugs. They do affect all other plugs—**put them out** of business.

Other Reliance advantages are, lower current consumption, concentrated spark, heat-proof porcelains.

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Regular Type $1.00



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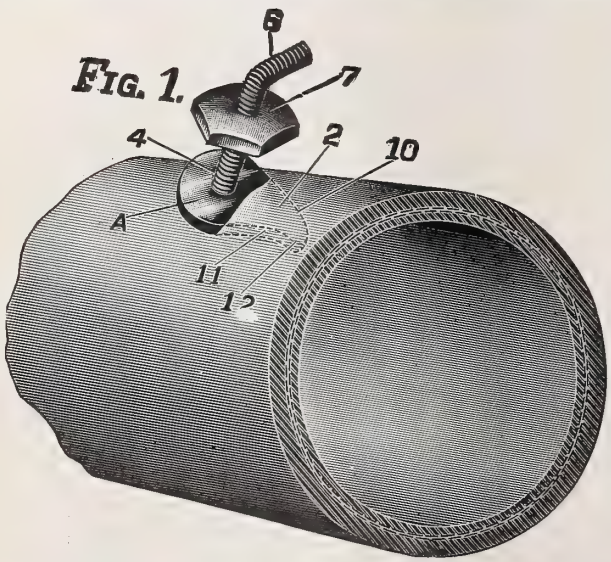
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Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or plyer.

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ARRANGED TO FIT ANY MAKE MOTORCYCLE

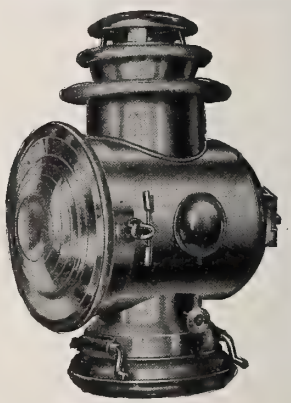
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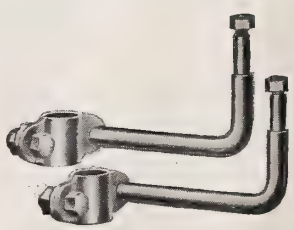
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SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

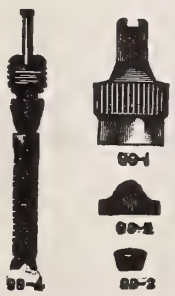
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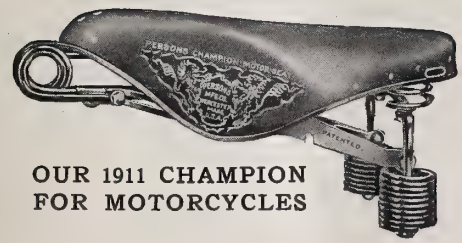
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Only the Genuine Bear Our Name.
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Read what Mr. Stanley T. Kellogg has to say about the new model No. 8 "OLD SOL" Motorcycle Searchlight.
Send for our lamp and handlebar chart which describes the new models and supplies all bracket information.

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EXCELSIOR AUTO-CYCLE



Eastern Representative
STANLEY T KELLOGG
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BRIDGEPORT CONN.

May 1st, 1911.

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This is the Daddy Sol lamp that I have reference to and is the same as one tried out by Mr. Richard Steiner in the recent New York-Southampton Reliability Run. Mr. Steiner states that this lamp performed with the best of satisfaction, and showed far greater light than 50% of the automobile lights passed on the road. As for motorcycle lamps it has them all put out, even your present Old Sol lamp that is superior to any other motorcycle lamp on the market.

In giving you this order, at this early date, I trust that you will be able to get out a number of the lights in the very near future so that I can deliver to the already asking trade.

I would thank you to acknowledge this order and assure you that I am awaiting patiently the first shipment.

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EXCELSIOR SUPPLY CO.
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Great Clearing Sale!

Send at once for special bargain bulletin on bicycles, tires and accessories. This bargain sheet will save you money.

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No. 88 Motorcycle Lamp—$5

A Motorcycle Searchlight.
Mirror Lens Projecting a Powerful Light.
Integral Generator.
Nickel Finish.
Weighs Only 23 Ounces.



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WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

FOR SALE—One 1910 3 H. P. R-S Motorcycle. Has been run 2,000 miles. New rear tire, new piston rinbs and grips, valves just ground. In fine running condition. Fitted with horn and speedometer. Price, complete, $135; without speedometer, $125. Address BOX 425, Danielson, Conn.

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PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; also sundries. TIGER CYCLE WORKS CO., 782 Eighth avenue, New York.



American Motorcycles

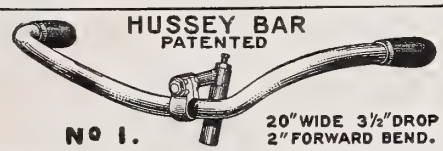
Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

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Motorcycle Pedals



Motorcycle Chain Adjusters, Pedal Rubbers, Steel Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.
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Our Catalogue is ready and will be mailed for the asking.
GEO. W. NOCK CO.
Jobbers of BICYCLES and SUNDRIES
126 N. Fourth St., PHILADELPHIA

A house where the trade can get what they want in
Automobile, Motor and Bicycle SUPPLIES
when they want them, at right prices
MANUFACTURERS' SUPPLIES CO.
JOBBERS AND IMPORTERS
Cherry and Juniper Sts. PHILADELPHIA, PA.

Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



Star Ball Retainers

Who? Tell Us

The STAR Ball Retainer Company
LANCASTER, PA., U. S. A.
and Berlin, S.O. 36, Germany



It Will Pay You, Mr. Dealer

to possess our big No. 12B catalog and price list of Bicycle and Motorcycle Sundries. FREE FOR THE ASKING.

BI-MOTOR EQUIPMENT COMPANY
177-179 Portland St., Boston, Mass.



NATHAN'S

Our 1911 Illustrated Catalog contains descriptions and prices of all styles of LEGGINS and many new specialties that add to the style and comfort of motorcyclists. FREE ON REQUEST. Special quotations to jobbers and dealers.

NATHAN NOVELTY MFG. CO.,
86B Reade St. New York

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., Buffalo, N. Y.

TO THE LIVE MAN interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

Enclosed find $2.00 for which enter my subscription to THE BICYCLING WORLD AND MOTORCYCLE REVIEW for one year, commencing with the issue of_____

Name_____

Address_____

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782 8th Ave. Phone Bryant 1268
THOR, RACYCLE and MERKEL Motorcycles.
Racycle, Pierce and Tribune Bicycles.
Repairing, Accessories.
Aeroplane Wheels, Tires and Other Supplies,

F. B. WIDMAYER CO.
2304 Broadway, near 84th St. Phone, 4376 Schuyler
New York Distributors for the
Flying Merkel and New Era Motorcycles, Vans, Etc.
Indian and Merkel Parts, Repairs, Storage,
Peerless Bicycles, Etc.

T. J. SIXSMITH,
203 W. 100th St. Phone, Riverside 8861
Agent for INDIAN, XLCR and R-S Motorcycles
Reading Standard Bicycles
Parts for all makes, Repairs, Storage,

J. C. FOLEY, Motorcycle Garage,
Jerome Avenue and 165th Street New York
Agency for Indian, Thor and R-S.
Repairs, Supplies, Storage.

THE NEW YORK MOTORCYCLE CO.,
THOR DISTRIBUTORS,
Agents for Merkel and Racycle.
Biggest Motorcycle Garage in New York.
Repairing and Autogenous Welding.
318-320 W. 48th St., New York. Phone Bryant 1781.

BROOKLYN, N. Y.

BEDFORD MOTORCYCLE CO.
BRAZENOR & RUDERMAN,
1041 Bedford Ave. BROOKLYN, N. Y.
"THOR" AND EXCELSIOR MOTORCYCLES
Repairs, Supplies. Telephone, 769-W Bedford

INDIAN and PIERCE Motorcycles
Repairs, Parts and Supplies.
A. H. PATTERSON, Brooklyn Agent.
(Successor to F. A. Baker & Co.)
1080-8 Bedford Avenue Telephone, 3662 Bedford

CURTISS MOTORCYCLE CO.,
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Repairs and Supplies.
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Telephone 3637 Bedford.

UTICA, N. Y.

Central New York Distributors of
MERKEL MOTORCYCLES
Bicycle and Motorcycle Supplies.
UTICA CYCLE CO. Utica, N. Y.

ST. LOUIS, MO.

HURCK MOTOR AND CYCLE CO.
ST. LOUIS, MO.
Agents Indian Motorcycles.
All kinds motors repaired and sold.

NEWARK, N. J.

Newark Distributors of
MERKEL MOTOR CYCLES
Repairs, Supplies and Storage.
Belmont Cycle Co.
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NEWARK'S MOTORCYCLE MART
Headquarters and Distributor of the Flying
Merkel and Minneapolis Two-Speed Motorcycles
Expert Repairing Everything for Motoring
H. JEHLE, 407 Halsey Street.

BOSTON, MASS.

Bicycle and Motorcycle Supplies.
Write for our 1911 Catalog.
HUB CYCLE CO.
44-42 Portland St. BOSTON, MASS.

HIGH GRADE

wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

Supplee Hardware Co.

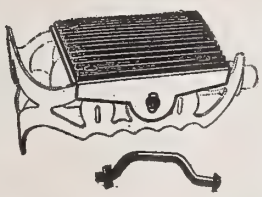
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BICYCLES AND SUNDRIES

Prompt and complete shipments

THE WALD PEDAL RUBBER

is a Leader sold by all Leading Jobbers and Dealers. Rubber cover on steel plate, 3-16 thick, 1⅝ wide and 2⅞ long.



Wald Mfg. Co.
Sheboygan, Wis.



SPROCKETS

We Make a Specialty of High-Grade Sprockets for the Cycle Trade

HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO



BICYCLE GOODS

Motorcycle Supplies

We want every dealer to have our 1911 Catalogue and Bargain Books. Please write us on your letter head for No. 48.

NEW YORK SPORTING GOODS CO.
15 and 17 Warren Street, New York

JUST OUT

Bulletin 25 describing Standard Grooved Ball End Thrust Bearings. Send for it.

STANDARD ROLLER BEARING CO.
Philadelphia

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25 Cents Will Save You

much unnecessary motorcycle trouble, provided that the 25 cents is invested in getting by mail, prepaid, a copy of

"Care and Repair of Motorcycles"



¶ In its new, revised, 1911 edition it has been amplified and enlarged to include matter and illustrations relating to the more recent improvements on American motorcycles, such as mechanical lubricators, free engine clutches, two-speed gears, magnetos, etc., together with special sections concerning motors, valves, carbureters, fuel and important general subjects, all plentifully illustrated.

¶ "Care and Repair of Motorcycles" is sent prepaid to any part of the world for 25 cents. It is a book that every motorcyclist and every motorcycle repairman should have.

The Bicycling World Co.
Tribune Building New York City

BROOKLYN AGENT FOR
Indian, Pierce and New Era
Motorcycles and Quick Delivery Tri-Cars

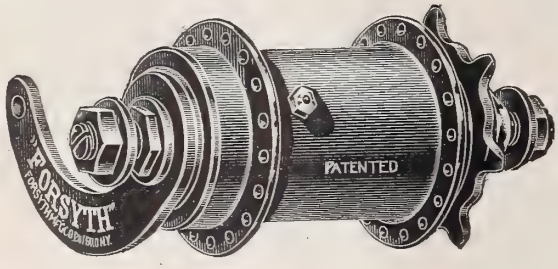
A. H. PATTERSON

1080-1082 Bedford Avenue

Largest and Best Stock of
Bicycle and Motorcycle Sundries
in Western New York.
Get Our New Catalog
THE SIDNEY B. ROBY CO.
Rochester, N. Y.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

A good dealer, like a good housekeeper, ought to keep in stock certain staple articles.



For instance

The Famous Forsyth Coaster Brake

This coaster brake has won its own way on its own merits and for years has given entire satisfaction to its users.

Forsyth Motorcycle Pedals

Made to stand up and do stand up.

Forsyth Specialties

Chain Guards and All Connections.
Brake Levers and Connections.
Brakes, Wrenches and Many Other Useful Articles.

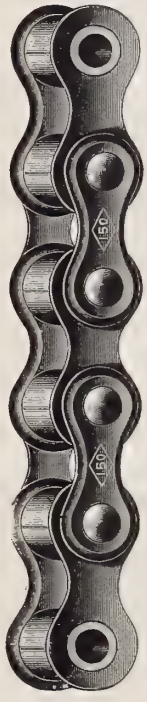
Echo All-Ways Extension Handle Bars

Fits any stem.

FORSYTH MFG. COMPANY, Buffalo, N. Y.

This No. 150

Diamond Roller Chain



makes the best chain drive for motorcycles that money can buy—stands a pull of 3000 pounds, so you know you're safe. The roller construction keeps friction down and the specially hardened nickel steel rivet makes the wear next to nothing. We've other types for starting chains.

Don't let any one change your mind. Stick to DIAMOND and you'll never be sorry.

TRADE ◇ MARK

Diamond Chain and Mfg. Co.

141 W. Georgia St., Indianapolis, Ind.

Capacity 8,000,000 feet per year (107)

Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

THE MOTT WHEEL WORKS, Utica, N. Y.

Coventry Bicycle Chains



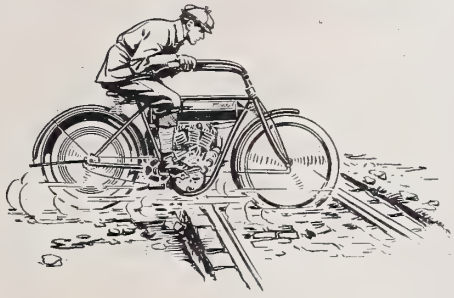
Has it occurred to you that the silky running of Coventry Roller Bicycle Chains means less friction and consequently increased speed? Why not educate your customers to these advantages? We carry a large stock of ½-inch Pitch and 1-inch Pitch Twin Rollers, in widths of ⅛, 3-16 and ¼-inch. Write us to-day for particulars and prices. It will pay you.

S. HOFFNUNG & CO., Ltd. 116 Broad St. NEW YORK

$2.00 a Year : : : 10c. a Copy

THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877



No slowing down for "Thank-you-ma'ams" and car tracks, if you ride



It's the only motorcycle with a Spring Frame and Spring Fork. A device which takes up all shock. Plenty of speed, too, with its unusually flexible and responsive ball-bearing Motor. Catalog "D" on request.

THE MIAMI CYCLE & MFG. CO.

Merkel Motorcycle Division

MIDDLETOWN, OHIO

California Distributors, The Appeal Mfg. & Jobbing Co., Los Angeles

New York, N. Y., Saturday, September 9th, 1911

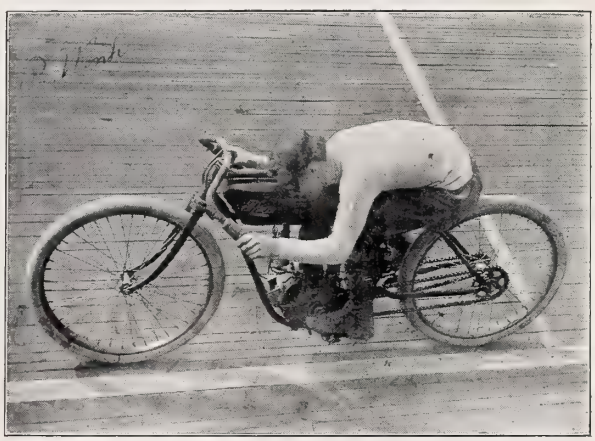
8 Firsts in 11 Races on

United States Stock Motorcycle Tires

G & J MORGAN & WRIGHT

Wenk is the boy who is "cleaning up" in the amateur races at Riverview.

Out of eleven starts he has won 8 firsts on stock United States Motorcycle Tires.



P. WENK IN ACTION

Read what he says about his tires:

"I wish to thank you for the excellent service United States stock tires have given me in the races I competed in as an amateur rider on the Chicago Motordrome at Riverview park. Out of eleven races, I won eight firsts, three I lost on account of mistakes and mechanical trouble—never due to tire trouble, and I certainly am pleased with the results I obtained from your tires."

Yours truly,

(Signed) P. WENK.

It is this dependable, free-from-trouble service that makes United States Motorcycle Tires everywhere the winning tires on road and track. They are unquestionably

the strongest tires in the world.

UNITED STATES TIRE COMPANY

Broadway at 58th Street
New York



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

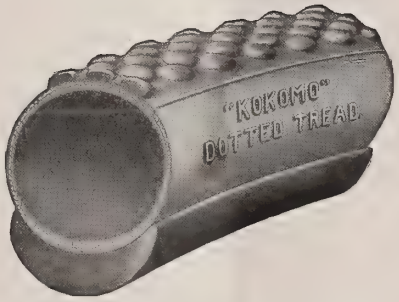
KOKOMO

"Are you profiting by what we offer you in Kokomo Tires?"

Repeat orders, year after year, with a flood of orders from new friends each season, show that with Kokomo tires we hit the nail on the head as to what the public and the trade want in tire quality and prices.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.



Kokomo Dotted Tread

A tire that prevents skidding and is safe and reliable on wet, slippery roads and city streets. Of high quality and careful construction. Furnished in road weight or in thick tread.



Kokomo Guaranteed Red Thorn

Made of red rubber, is extra heavy and is built especially for long service.

It's win, win, win and win with

EXCELSIOR

Balke wins with Excelsior
DeSalvo wins with Excelsior
Wolters wins with Excelsior
DeRosier and others ride the Excelsior to win

Form 2589 B

DAY LETTER

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD

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This is an UNREPEATED DAY LETTER, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT — BELVIDERE-BROOKS, GENERAL MANAGER

RECEIVED AT 12 65 Blue, Sept. 5

G.M. Chicago, Ill.

F. C. Robie, Hotel Astor, N. Y.

Balke won five mile, three twenty-eight. Won ten mile in seven eleven in a joy ride with the field. Great excitement over Excelsior in Denver. Wants racer and another carload. Wolters won both again last night; Albright 2nd; DeRosier 3rd. DeSalvo won four out of five in Peoria. Balke on track here Wednesday morning making new track record 58-3/5.

H. N. Kirk.

Whether it be for speed or for endurance or for easy selling, the EXCELSIORS win.

EXCELSIOR SUPPLY COMPANY

2260 Union Avenue — **CHICAGO, ILLINOIS**

EDWARDS-CRIST CO., Chicago Agents, 1404-6 Michigan Ave., and 1150 W. Jackson Blvd.

W. H. WHITESELL, Pacific Coast Distributor, 628 S. Spring St., Los Angeles, Cal.

STANLEY T. KELLOGG, Eastern Distributor, 169 Beechwood Ave., Bridgeport, Conn.

MEAD AUTO-CYCLE CO., Western Distributor, 1374-6 Broadway, Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY



These tires carry an *Unqualified Season's Guarantee* and absolutely prevent side-slipping.

Pennsylvania VACUUM CUP Bicycle Tires

They exert a *vacuum hold* on wet and slippery pavements. Skidding in any direction is impossible. The triple row of cup-shaped knobs is molded on a tread of regular thickness, which means extra long service. Puncturing is extremely rare.

These tires are so well made and of such fine material that we give an unqualified season's guarantee with each.

They do away with the greatest of bicycle worries—tire trouble.

Made by an Independent Company. Sold by Independent Dealers.

For our Jobbing Trade, season 1912, we have samples and prices of our complete line of Bicycle Tires. To this popular-priced line we have added the new Vacuum Cup Tires quoted above and also the No. 90, a special high-grade tire made in either smooth or corrugated tread.

Jobbers will please note that our line of Bicycle Tires for 1912 covers eleven different grades.

We market our tires exclusively through the jobbing trade.

TRADE SUPPLIED BY:

Simmons Hardware Co.	St. Louis, Mo.	Hibbard, Spencer Bartlett & Co.,	Chicago, Ill.
R. J. Leacock Sport'g Goods Co.,	St. Louis, Mo.	Alexander-Seewald Co.	Atlanta, Ga.
The Brown-Camp Hdwe. Co.,	Des Moines, Ia.	Morley-Murphy Hdwe. Co.,	Green Bay, Wis.
Browning Brothers' Co.	Ogden, Utah	Lockwood-Luetkemeyer-Henry Co.,	Cleveland

PENNSYLVANIA RUBBER COMPANY

JEANNETTE, PENNSYLVANIA

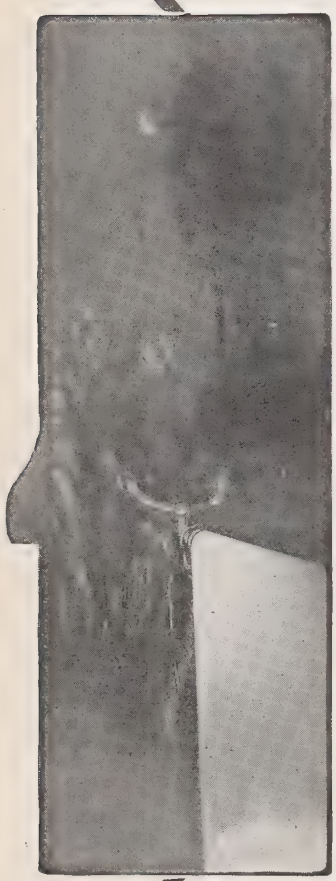
BRANCHES:

New York, 1700 Broadway
Pittsburgh, 505 Liberty Avenue
Los Angeles, 930 S. Main Street
Minneapolis, 917 First Avenue, S.
Detroit, 247 Jefferson Avenue
Chicago, 1241 Michigan Avenue
San Francisco, 512 Mission Street

A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our well known automobile tank in everything but size. This gauge shows at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. Any dealer will take in this tank and send it to us to be exchanged for the new model with gauge, if the user desires, upon payment of the difference in price, $2 and transportation charge, plus the usual exchange fee if the old tank is empty.



Prest-O-Lite Tanks are now handled by practically all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this splendid lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

Get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

The Prest-O-Lite Co. 245 E. South St. Indianapolis, Ind.

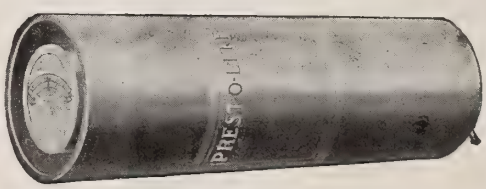
Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

FREE OUR HANDY RULER

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.

Price of Tank $10



Dimensions: Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

How the Flanders Motorcycle Talked in Chicago

NIGHT LETTERGRAM

Chicago, Sept. 2nd, 1911.

FLANDERS MANUFACTURING CO., Pontiac, Mich.

Flanders "4" demonstrator received this morning. Sold two while uncrating. Most silent and neatest machine ever shown in Chicago. Picks up like a scared rabbit. Double our September and October allotment. Send them along as fast as you can.

MOTORCYCLE SALES AND SUPPLY CO.

The Motorcycle Sales and Supply Co. of 1407 Michigan Ave., Chicago, is a corporation with plenty of money and vigor, inaugurated for the sole purpose of selling Flanders Motorcycle products. Wise Chicago people who know a good thing, came to Pontiac, secured this plum and then became very busy with business.

We have made the Flanders "4" so well, that it will give the knockers many sleepless nights trying to figure out how they can knock and it sells for only $175 with a magneto.

FLANDERS MANUFACTURING CO., Pontiac, Mich.

Pope Bicycles

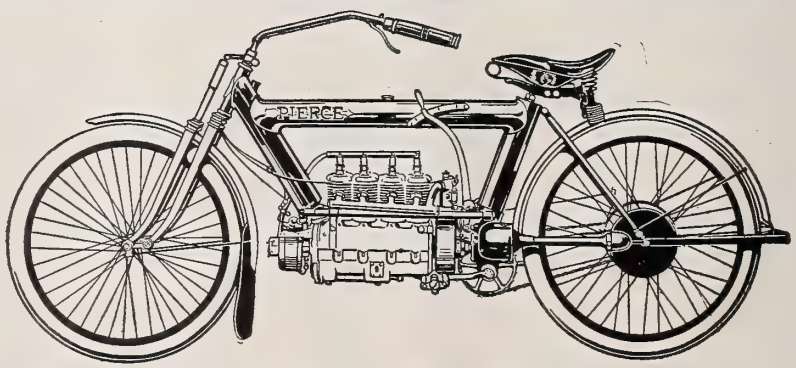
Stock Up for Fall Demand Among School Children

With the opening of school, the annual demand for Pope Bicycles among school children begins. If properly pushed and encouraged, this trade can be made highly profitable. Why not make the most of it? Stock up now and start an active selling campaign.

Fay Juveniles for the Holidays Anticipate the holiday rush and lay in your stock of Fay Juveniles now. Don't wait until the last minute to place your order. The earlier your stock is in, the more sales you can make, for people are making their holiday purchases earlier in the season than formerly.

The Pope Manufacturing Company Hartford Connecticut

THERE is only one motorcycle that has gone through the season of 1911 without scar or blemish. It is the



PIERCE

MADE IN TWO UNEQUALED, UNBEATABLE MODELS
SINGLE CYLINDER and FOUR CYLINDER
Prepare for 1912 by getting the Pierce Agency now. Ask for Catalog "A"

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

PACIFIC COAST BRANCH—OAKLAND, CAL.

Manufacturers of Pierce Bicycles which hold all speed records.. Kramer, eleven times Professional Champion, rides the Pierce exclusively.

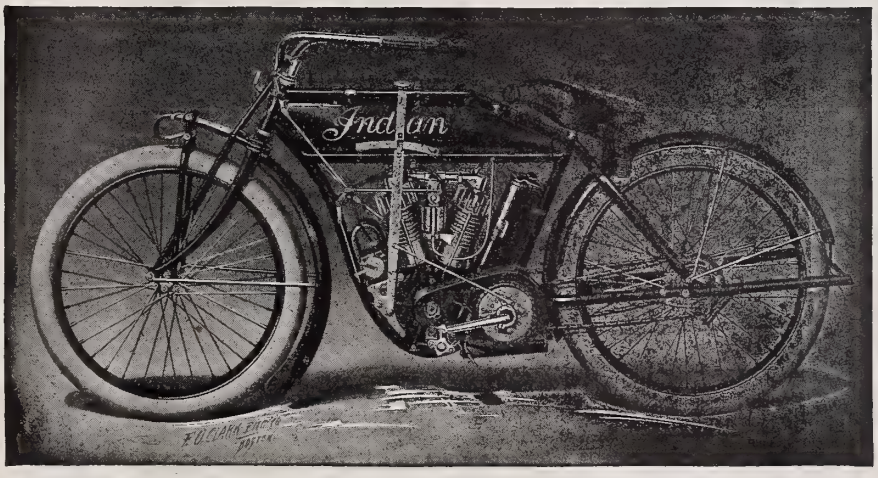
The Transcontinental Record

and all 100 mile records were made on the chain drive

Indian

Don't forget all United States records have been made on chain drive machines.

Chain Drive Gives Greatest Efficiency



Chain Drive Runs In All Weathers

Free Illustrated Catalogue B Tells About It

THE HENDEE MANUFACTURING CO.

Springfield, Massachusetts

CHICAGO SAN FRANCISCO LONDON

FISK BICYCLE TIRES

This Tire Compares Well With Higher-Priced Tires of Other Makes



FISK VICTOR ROAD TIRE with corrugated tread is an exceptionally serviceable tire and has excellent non-skidding qualities. While its price is low, it is sold under our brand and is fully covered by our regular guarantee.

THE FISK guarantee will cover fully 75 per cent. of the tires on the high-grade and medium-priced wheels sold by the principal bicycle makers in 1911. Send for Illustrated Catalog of the complete line.

DEALERS: Don't wait until your Competitors stock up with Fisk Tires. You grasp the opportunity first.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities



BROOKS B130 — eminently suitable for lightweight Motor Cycles. Made in two sizes.

Comfort

The BROOKS Saddle is best for comfort—

It is best because it is constructed on scientific lines, and so designed as to effectually absorb vibration without the slightest tendency to bounce.

It is the original and only genuine compound spring Saddle, and its exclusive feature—the

BROOKS

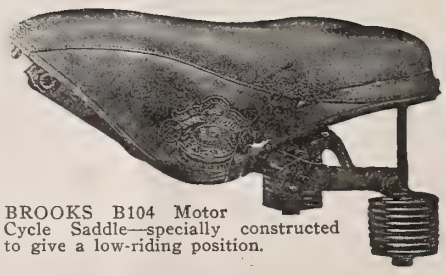
Compound Spring—is the only spring which yields that compensating action which is essential to the rider's perfect ease.

Now your customer wants comfort every time, and—

You ensure it when you fit the mount you sell him with a BROOKS.

J. B. BROOKS & CO., Ltd.

73 Criterion Works **BIRMINGHAM, ENG.**



BROOKS B104 Motor Cycle Saddle—specially constructed to give a low-riding position.

YALE MOTOR-CYCLES

Not How Fast But How Long

DAY LETTER Form 2589 B

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD

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This is an UNREPEATED DAY LETTER, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT BELVIDERE-BROOKS, GENERAL MANAGER

RECEIVED AT

71H NU B 37collect DL Newark, N. J., Sept. 4, 11.

Consolidated Mfg. Co., Toledo, Ohio

Yale team, Reichey, Stevens and Truppner finished first in New Jersey Motorcycle Club's twelve hour endurance contest making perfect score. Covering 260 miles without making one adjustment. An unattached Yale rider also made perfect score.

F. C. Cornish.

What you get for your money is the amount of service you get from the article you buy.

Write today and get the whole story

THE CONSOLIDATED MANUFACTURING COMPANY

1709 Fernwood Avenue Toledo, Ohio

F. C. CORNISH, Eastern Representative, 219 Clinton Avenue, Newark, N. J.

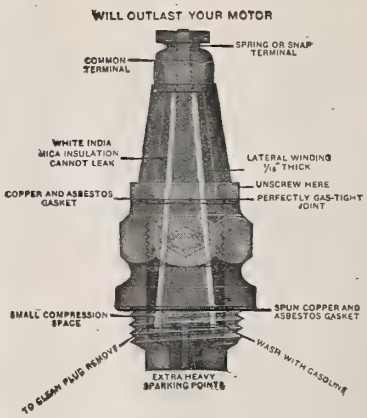
A CLEAN SWEEP

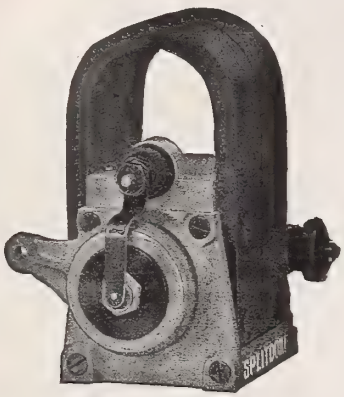
Splitdorf Motorcycle Plugs

On Every Winner at Riverview Park, Chicago, August 9

Arthur Mitchell on a Merkel fitted with SPLITDORF Plugs made a new five mile record for the course, covering the distance in 3.34, at about 85 miles an hour.

All the crack riders use SPLITDORF Plugs.





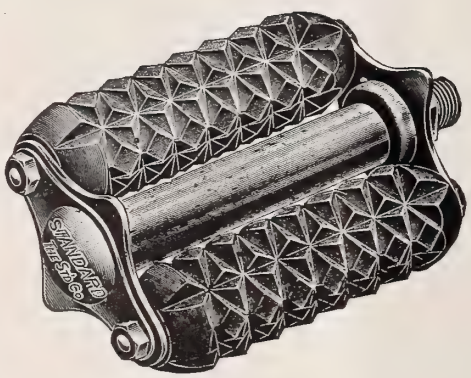
Splitdorf Motorcycle Magneto

Gives the same Perfect Ignition which has made the SPLITDORF product famous everywhere.

If you want satisfactory service every day specify SPLITDORF Magneto and Plugs for your mount.

C. F. SPLITDORF

Branch, 1679 Broadway — Walton Ave. and 138th St., NEW YORK



"Cushion saddles for the feet" is the way one man describes the jar-relieving action of the

No. 3 Standard Motorcycle Pedal

Instead of being rat-a-tat hammers on the shoe bottoms of the rider, these pedals are big, generous, soft, rubber cushions, with deep corrugations that prevent the laziest foot from slipping off. They sell for $3 per pair. Send for descriptive circulars.

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS

THE STANDARD CO., Torrington, Conn.

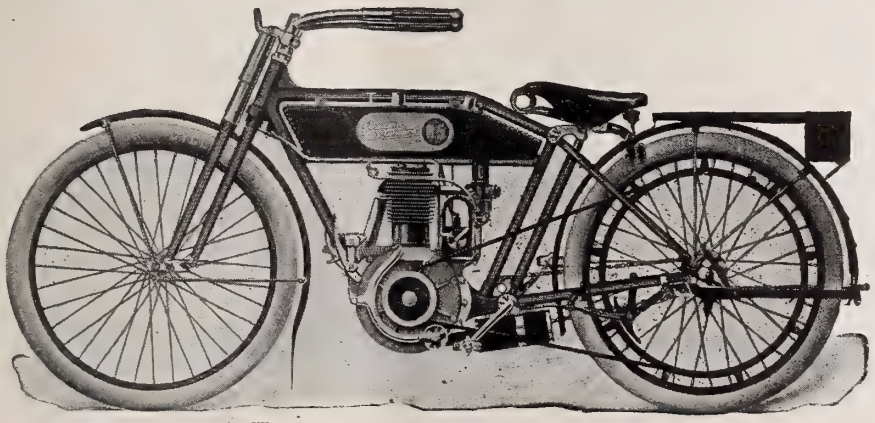
EMBLEM Motorcycles AND BICYCLES

Get Our 1912 Proposition It Is Alright

Emblem Manufacturing Co.
ANGOLA - (Erie County) - NEW YORK

The Qualities That Make a Winner

are derived only from correct design, perfect material and skilled workmanship. The very best of them is embodied in



The Reading-Standard

Comfort, Safety and Satisfaction

are assured by our combination of shock absorbing seat post and the most elastic spring fork ever made, adjustable foot rests and low saddle position, double brake system, two distinct oiling systems, perfect balance and steering qualities, ball bearing motor and other exclusive features.

The Highest Quality at the Right Price

WRITE TODAY FOR NEW CATALOG AND OPEN TERRITORY.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

Hart Wins Hill Climb on Goodyears



Frank Hart

Tires He Rides to Win

Goodyear Motorcycle Tires are the top-notch tires of the age. They win practically every event entered. Hold every world's record. Hill-climb triumph proves them not only fastest but strongest.

A new hill-climb record was established by Frank Hart when, on August 19th, he won the Worcester Hill Climb, lowering all previous records. Hart on Goodyear Motorcycle Tires made the hill in .54.06 seconds as against the record of 1.07 made by Stevenson in 1909.

This is but another link in the chain of evidence supporting the claims that Goodyears are the ***best*** motorcycle tires on earth.

And this is why Frank Hart, De Rosier, who skunked the British and now holds all world's records, and ***every other*** prominent motorcycle rider, ride only Goodyear Motorcycle Tires.

GOODYEAR
Motorcycle Tires
BLUE STREAKS

The Reason

There must be a reason for such a preference. That reason is wrapped in the word EFFICIENCY.

Goodyear Motorcycle Tires are the product of the world's greatest automobile tire experts. The skilled operators and the same modern machinery which turned out these tires, perfected the celebrated Goodyear No-Rim-Cut Auto Tire.

The result is this: These motorcycle tires are the strongest and fastest tires made. They are superlative in every quality that underlies 100 per cent tire efficiency.

Best Materials — Workmanship

Such rubber and fabric, such machinery, and such conscientious, capable effort characterize no other motorcycle tire on the market. Achievements prove it.

If you could investigate every tire—could sift out all claims and finally get down to a basis of actual performance, the achievement of these tires would be found to outweigh those of all other tires combined.

Yet because of our enormous manufacturing facilities in connection with our auto tires, these premier tires for motorcycles cost you nothing extra. But they save you an immense amount of future trouble and expense.

Built Our Own Way

The treads of Goodyear Motorcycle Tires are thicker than the treads of other makes. Hence they are more durable. This is not mere theory, but fact proved by actual tests fully explained in our literature.

But even though these tires weren't thicker, they would be stronger, due to the unequaled tensile strength and durability of the fabric used.

In Goodyear BLUE STREAK racing tires the threads of this fabric all run ***parallel.*** All warp, it contains no cross threads, and by laying on the plies ***at an angle*** a heretofore unattained resiliency and strength is gained, as indicated by the records of these tires.

The Famous Five—for All Roads—All Rims

The Goodyear Quintette of Motorcycle Tires offers you the added advantages of a tire made to order for the ***road.*** That means an enormous amount of extra service. These five great tires fit all standard rims.

Save Tire Trouble

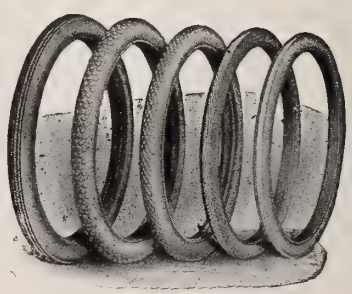
by specifying one of these five great Motorcycle Tires:

1—Goodyear Corrugated Tread Tires—for the average give-and-take road.

2—Goodyear Studded Tread Tires—for mud, sand, snow and ice travel.

3—Goodyear Non-Skid Tires—for use on slippery pavements.

4 and 5—Goodyear Blue Streak Racing Tires—hold all world's records. One tire for dirt tracks, another for cement or board.



The Goodyear Quintette

Send for "Tires of Old War Horse" A fascinating story of the actual breaking of a record. Chock-full of money-saving tips to tire buyers. Also brings full information about the Goodyear Quintette of Motorcycle Tires. Write tonight.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities (395) *We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits*

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, September 9, 1911. No. 25

WELCOME CHANGE IN SHOW PLANS

Motorcycles Will Be Included in First Week of Madison Square Garden Show —Space Reserved on Balcony.

With the program for the twelfth annual automobile show to be held in Madison Square Garden, New York, opening on January 6th and closing on the 20th, comes the announcement that the motorcycle has at last secured its proper place in the show and will be with Part I—the pleasure car division—the first week, from January 6th to 13th. The exhibits of the motorcycle manufacturers will be located again in the second balcony, but on the Twenty-seventh street side, directly opposite from where they were last year.

The fact that the motorcycles will be shown the first week with the pleasure vehicles will be a source of great satisfaction to the manufacturers and the trade in general, for it has been felt very strongly in the past that these exhibits were not only out of place the second week with the trucks and other vehicles of that nature, but that a great deal of the value of such an exhibit to the manufacturers was lost by not being classed with the pleasure cars. The great majority of the class of people that the motorcycle manufacturer desires to reach attend the show the first week and not the second. At the Atlantic City trade meeting in July this point was discussed very thoroughly and the sentiment for securing places in the show during the first week was exceedingly strong with the result that a committee consisting of F. J. Weschler, Fred C. Robie and H. T. Roberts was appointed, with wide powers to act on the question. That this committee has not been idle is evidenced by the new arrangement.

Splitdorf Opens Branch in Kansas City.

Because the business in and around Kansas City has grown to such an extent C. F. Splitdorf has found it necessary to open a branch in that city and has secured well appointed and commodious quarters at 1823 Grand avenue. E. A. Kelly, who for some years has had charge of the firm's branch in San Francisco, will transfer his activities to Kansas City and take charge of the new branch. A full lines of Splitdorf specialties will be constantly carried in stock for quick delivery.

New Gas Tank for Motorcycles.

The Carbo-Light Co., of Anderson, Ind., manufacturers of the Carbo-Light auto tanks, is about to put on the market a Carbo-Light motorcycle tank of a similar design to those they manufacture for automobiles. It is claimed that the new tank will be distinctly unlike any other gas generator on the market, made from the highest grade steel, four inches in diameter and 14 inches long.

Peck Sells His Boston Business.

The New England Motorcycle & Bicycle Co., of which W. F. Halliday is the manager, has purchased the business of A. D. Peck at 178 Columbus avenue, Boston, Mass. Mr. Halliday was associated with Mr. Peck for a number of years and previous to that was with the Pope Mfg. Co. The new company is agent for the Pope and Yale motorcycles.

Date Set for Olympia Show.

Great Britain's premier motorcycle and bicycle show, the Olympia, is set for November 20-25. Indications are that it will be larger this year than ever.

PRICE REDUCTION BRINGS BIG TRADE

Excelsior Factory Running to Full Capacity —Twins Preferred by Its Customers —Its Racing Plans.

Fred C. Robie, of the Excelsior Supply Co., of Chicago, has been in New York during the past week and stated that the orders that have been sent in for the Excelsior Auto-Cycle since the announcement of the reduction in price was made in July have far exceeded all expectations.

"We are running away ahead of last year," said Mr. Robie, "and with each week the orders increase over the previous one, and the great majority of these orders are for twins.

"Yes, we have gone into racing more extensively," replied Mr. Robie to a question, "but only after hesitating for some time and careful consideration of every side of the game. We have never felt that it was necessary to advertise the Excelsior in that way, and do not now, for our belief is that the average buyer does not care whether a machine is capable of doing 60 miles an hour, or 90, as long as the stability and quality are there. We always knew that the Excelsior had the speed and this has been proven recently, particularly at the Chicago Stadium. We will only enter races on the best board tracks, where the danger from accident is at an absolute minimum and will absolutely refuse to allow our riders to take any risks on dirt tracks."

Motorcycles New Factor in Exports.

The value of cycles and motorcycles and parts (except tires) exported during the month of July shows a decrease of $1,921

from the amount for the same month last year, but for the seven months ending with July, 1911, there is an increase shown of $152,822 over the same period in 1910. In July, 1910, the value amounted to $69,000 and in July of this year $67,079. For the seven months ending with July, 1911, the value of exports was $584,864, against $432,042 for 1910. For the first time the imports of cycles and motorcycles (except tires) were listed in the Government reports for July and amounted to $5,016. Heretofore they have been listed with "all other manufactures of iron and steel."

U. S. Tire Working at Top Speed.

That the Hartford (Conn.) plant of the United States Tire Co. is a busy one is proven by the statement that every 24 hours the plant turns out 2,000 cycle tires, 1,000 automobile tires, 1,000 inner tubes and 100 solid motor truck tires. Fully as great is the output of the four other branches—the Morgan & Wright, the G. & J. Tire Co. and the two Continental Caoutchouc factories.

Merkel Store an F. A. M. Repair Shop.

There is a new sign over the door of the Merkel Motor Co., 314 Indiana avenue, Indianapolis, Ind., now. It does not signify a change of name, or of business, however, but indicates that it is a safe place to stop for repairs. The sign is an official F. A. M. repair shop plate, and is of the first grade. Manager Merz is stirring up his agents in the 27 counties of his territory to get busy and work for the F. A. M.

Wants Motorcycle for Aurora Police.

If Chief of Police Michel, of Aurora, Ill., has his way there will be a motorcycle cop cruising around town before long on the lookout for speeders. The chief things that there is too much Vanderbilt Cup practice going on in Aurora, and figures that the best way to stop it is to turn a motor cop loose. So he has the Common Council to buy him a motorcycle and speedometer.

G & J Tires Moved to New Quarters.

The United States Tire Co. has opened a depot for G. & J. tires at 511 North Capitol avenue, Indianapolis, Ind. Formerly these tires were handled direct from the factory, which is located in that city.

20,000 Bicycles Lost in Opel Fire.

It is reported that 20,000 bicycles were destroyed at the fire that destroyed the plant of the Opel Cycle Works at Russelsheim recently.

Bristol "Opens Up" in Utica.

Utica, N. Y., has a new motorcycle concern which has opened up under the name of B. J. Bristol, Inc. Benjamin J. Bristol is president.

Schuster and Seibold, of Columbus, Ohio, have secured the agency for the Marathon motorcycle.

TO SELL ON INSTALMENT PLAN

New York Dealers Make Agreement With Financing Company—Make Appropriation for Co-operative Advertising.

Practically every motorcycle now on the American market, and at any rate every one of any prominence, now can be purchased on instalments in Greater New York, as a result of negotiations concluded by the Motorcycle Dealers' Association of Greater New York, with the Motor Finance Co., at a joint meeting of both parties, held Tuesday night, 5th inst. Of the 16 members of the association, six were present, and ratified an agreement with the Motor Finance Co., by the terms of which the latter are to finance all instalment sales on a percentage basis.

While the sixteen members of the association represent practically every well known machine, it of course is open to question as to whether those not present at the meeting will assent to and consider themselves bound by the action of their fellow tradesmen. However, it is asserted with considerable force that several of the absentees are heartily in favor of the action taken.

The dealers present were as follows: H. A. Gliesman (Thor, Racycle and Merkel); G. Rotholz (Indian and N. S. U.); T. J. Sixsmith (Indian, Excelsior and R-S); Louis Goldsmith (Yale); George P. Jenkins (M-M), and A. Scaison, representing the Progressive Cycle and Auto Supply Co. (Thor). Mark Eisner, counsel of the association, and C. E. Black, treasurer of the Motor Finance Co., were also present. After a two hour preliminary discussion of the instalment business from its several angles, the meeting finally was called to order about midnight, with President Gliesman in the chair, while Secretary Rotholz kept the minutes.

George Jenkins, who had been appointed a committee of one to investigate the instalment project and report, introduced Treasurer Black, of the Motor Finance Co., who immediately plunged into his subject. The proposition which he presented was in substance that on all instalment sales which it handled, his company was to receive a commission of five per cent. from the dealer, and in addition add ten per cent. to the list price of the machine.

To illustrate the working of the plan, if a dealer sold a $200 machine on "time," the Motor Finance Company would remit him that amount, less its commission of five per cent., or $190. To the list price of the machine the company then would add ten per cent., making a grand total of $220 to be paid by the purchaser, leaving the finance company a gross profit of $30. The same percentage will apply on all new machines sold on "time." Where a machine is sold with equipment, such as lamps, horns, speedometers and the like, the cost of these devices is added to the list price of the machine, and the percentages reckoned on the grand total. Personal motor raiment, such as clothing, goggles, gloves and the like, is not included under accessories that may be charged under "equipment."

Upon the acceptance of these terms by the dealers, who, by the way, were enthusiastically in favor of the plan submitted, Black stated that the necessary form of contract would be ready in a few days. The new selling plan was voted to take effect on the 6th inst. It is the intention of the Finance Company to exact an initial payment of approximately one-third of list price on machines, except in special cases, and to provide for the payment of the balance within a period of eight months, with provisions for a limited extension.

Only sales of new machines will be handled by the Finance company, the second-hand clientele being left severely alone. Once a dealer sells a machine he is relieved of all worry and labor regarding payment by the Finance company, which sends him a check for the proper amount and assumes responsibility for collecting from the purchaser. Of course all such sales will be made subject to the approval by the Finance company of the prospective purchaser after thorough investigation. Where a purchaser defaults on payments and a machine is reclaimed by the Finance company, the latter will turn the machine over to the dealer handling that particular make, to be sold for its account, and at its risk, at the best price which can be obtained. The dealer does not buy or trade back such a machine, but only undertakes to find a purchaser for it.

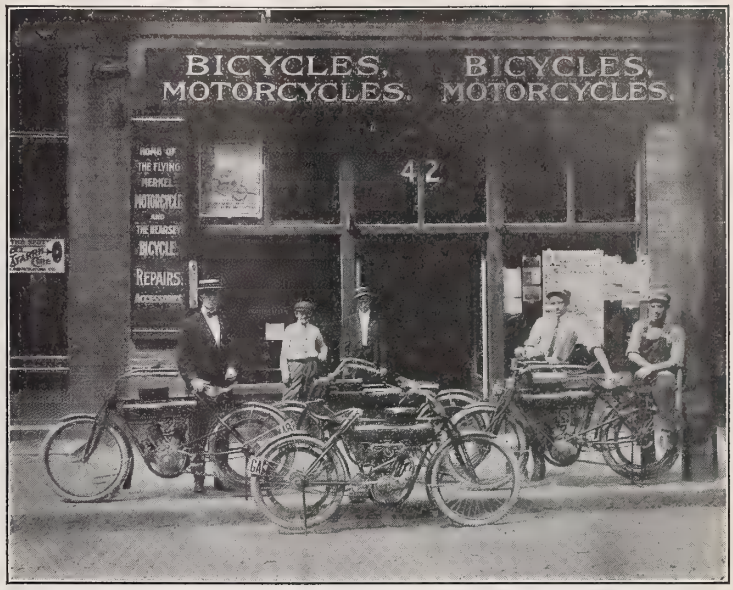
Following the adoption of the instalment plan, an advertising appropriation was made and a publicity committee was appointed consisting of the following: L. Goldsmith, chairman; George P. Jenkins, and A. Scaison. This committee was authorized to take space in a local paper to advertise the adoption of an instalment selling system for motorcycles, together with the names of machines sold under this plan, and the dealers handling them.

Incorporation also was discussed and a committee appointed to confer with Counsel Eisner on the matter. This committee consists of G. Rotholz, chairman, and T. J. Sixsmith. A membership committee consisting of Louis Goldsmith, chairman, and Henry Heyer was appointed. Eisner reported concerning the latest developments in regard to the projected ordinance governing the sale, storage and repair of motorcycles, that the Bureau of Combustibles had notified him that tri-cars would be classed with motorcycles in any ordinance which may be drafted relating to the latter vehicles. Pending the adoption of any new motorcycle ordinances, the dealers will continue to operate under present conditions. Adjournment was taken at 2 A. M. The next meeting will be held on the 18th inst., by which time incorporation proceedings probably will have been decided on by the committee appointed.

A FEW OF THE PROGRESSIVE DEALERS AT ATLANTA, GA.



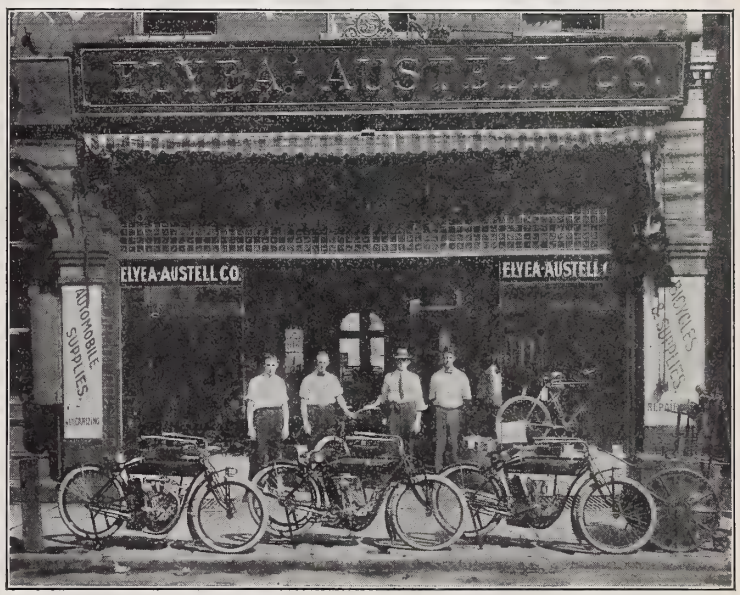
NATIONAL MOTORCYCLE CO.



MOTORCYCLE SUPPLY CO.



THE BELK-BUTTRICK CO.



ELYEA-AUSTELL CO.

Humorous Things a Dealer Hears.

"I have some mighty amusing customers come into my place occasionally," said B. A. Swenson, the Providence (R. I.) motorcycle dealer, one day last week. "Here are a few samples of the talk they get off," he went on. "'She's tipped over again,' said a young Swede as he came puffing into the store trundling a motorcycle with one of the pedals broken. He had taken a spill on a greasy trolley rail a few days after getting the machine. 'I had bad luck last night; she tipped over again,' he repeated as he started to tell me all about how it happened.

"'She goes rat-a-ta-tat, the sonna gun, and then she goes ratatatat again,' exclaimed an Italian youth who was just learning to operate a motorcycle and was having the usual troubles of a beginner, as he came around and told me that something was wrong with his machine. It was skipping and the trouble was located in the coil.

"'Here's a mechanic working on my machine and a doctor working on me, and yet they call this sport,' mournfully remarked an actor who tried to ride a 7 horsepower machine on a greasy trolley rail and failed, as many another has done, as he came around to the shop to get fixed up. He had a few cuts and bruises as souvenirs of the occasion.

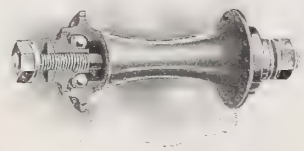
"I am inclined to think that some riders of big 'sevens' are disposed to feel cocky towards riders of lowered powered machines and speak deprecatingly of the smaller mounts," Swenson concluded. "This is the way I have heard it: A fellow on a seven comes up to a fellow on a five or a four and starts conversation with 'Oh, you've got a little five,' or, 'Yours is a little four,' as the case happens to be. These slurs, of course, do not make the riders of the smaller machines feel any better, and it would be wiser if they were left unsaid, for they only kindle hard feelings."

200 Indians at Mueller's Picnic.

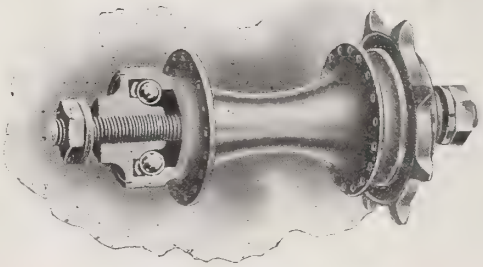
L. J. Mueller, the Cleveland, Ohio, agent for the Indian motorcycle, gave the Indian owners of that city an outing at Long Lake, Sunday, Sept. 3rd. Nearly 200 Indian riders left Mueller's salesrooms at 8 o'clock Sunday morning and enjoyed a pleasant run to the lake. Features of the day were a ball game, foot races and a chicken dinner, and after such strenuous exercise, of course, everybody piled into the chicken for all he was worth.

They all bear the good name

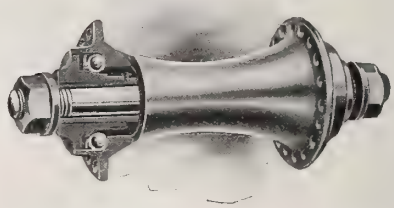
CORBIN



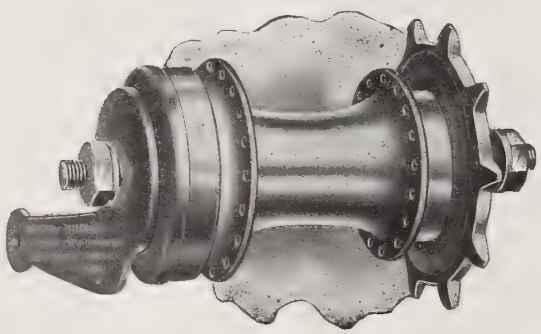
CORBIN FRONT HUB
FOR BICYCLES



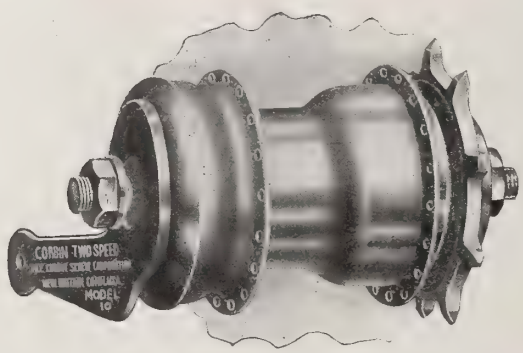
CORBIN REAR HUB
FOR BICYCLES



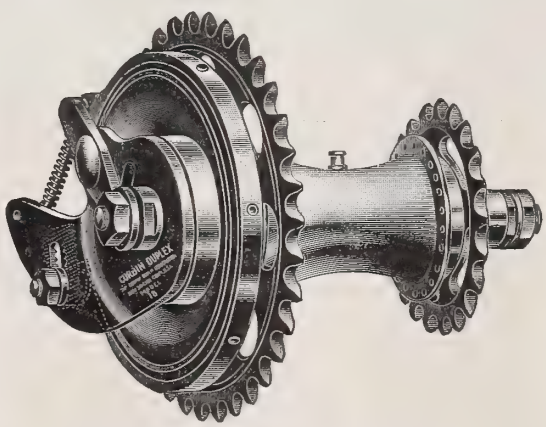
CORBIN KNOCK-OUT AXLE
FOR MOTORCYCLES



CORBIN DUPLEX COASTER
BRAKE FOR BICYCLES



CORBIN TWO-SPEED COASTER
BRAKE FOR BICYCLES



CORBIN V-BAND BRAKE
FOR MOTORCYCLES

—and they bear it worthily!

CORBIN SCREW CORPORATION, New Britain, Connecticut

Licensed Coaster Brake Manufacturers

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 9, 1911.

Lessons Taught by the Big Parade.

In spite of the fact that it was a holiday when more people are out of the city than on any other day in the year; that races were being held in various near-by cities; the many amusements that are offered for the pleasure seeker on a holiday; in spite of the fact that, according to many newspapers, "cyclnig is dead"; and that but three weeks was allowed in which to arıange for it, the parade of bicyclists and motorcyclists down the Coney Island Cycle Path on Labor Day was a tremendous success, and, according to the words of the Honorable Alfred E. Steers, president of the Borough of Brooklyn, "A most remarkable sight to see so many wheelmen in parade." So many? Yes, for there were nearly five thousand of them, or to be exact, 4,268. The question cannot help but arise. Where are the skeptical ones now? Where are those that said it couldn't be done? Where are those that want to do everything to help bury alive a healthful, pleasant sport instead of giving it a boost? Three thousand eight hundred and twenty-nine neatly attired, quiet bicyclists, and four hundred and thirty-nine noiseless, neatly attired motorcyclists rode down that path, with an alignment and general conduct that would bespeak for the sport nothing but the best and highest consideration from every one, including the petty grasping politicians who desire to take away from the thousnds of cyclists what properly belongs to them. It seems almost a surety that there is not a wise politician in the City of New York that would dare face that army of cycling enthusiasts, including the many thousands that were interested in the sport well enough to view the parade, and take from them the path that they built largely with their own money. Estimate very conservatively that there are fifteen thousand cyclists in and around New York; add the fifty thousand automobilists to that number, and then naturally follows the question why these sixty-five thousand people should be inconvenienced and made to take dangerous risks for the sake of less than one thousand trotting horse enthusiasts.

But there is another result of the parade. The trade in and around New York has today an opportunity that it has not had in years, if it will only realize it and act promptly. The parade on Labor Day, with the many thousands viewing it and the attendant publicity, if properly followed up with carefully prepared and judicious advertising, would cause such a stimulation in trade in and around New York, and probably followed throughout the country, that has not been seen in years. But judicial, careful advertising does not mean a ten or twenty line ad in the classified columns of a newspaper for a week, and then stopped if wonderful results are not at once attained. Advertising, perhaps more than anything else, needs constant plugging, and must be written in such an interesting, talkative manner that people will look for it in that portion of the paper where it usually appears. The juvenile trade presents a tremendous opportunity for the dealers of today, and it is with this class that the great opportunity lies. It is a question that the dealers must decide, but decide promptly, and their action will be watched with much interest, for the question arises whether or not they will let this great opportunity slip by.

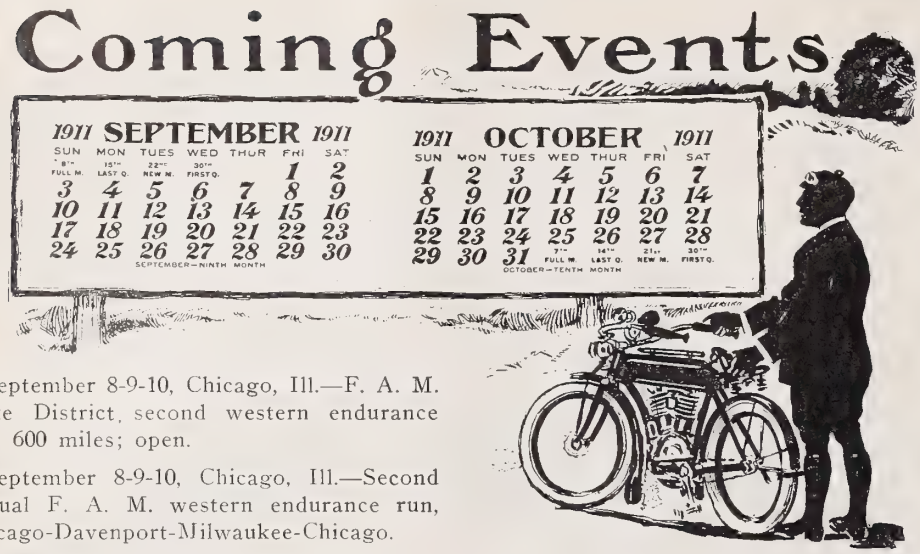
It is interesting to note in this connection the reports that are coming from other parts of the country showing the constantly increasing interest in cycling and the renewal of the cycling carnivals of old. To quote President Steers again: "While it is probably true that what was known as the 'bicycle craze' has passed, yet it seems to me that the industry of both the bicycle and motorcycle is now on a more secure footing than it ever was, being used to a particularly large extent by those who cannot afford automobiles, and we find in the bicycle or motorcycle both a means of recreation and often a saving of expense in traveling." So it will ever be and so will the general public, through the means of well planned educational advertising campaigns come to realize it more and more as time goes on.

Now that there is a better understanding between American and British motorcyclists, and a better feeling as well, it is hoped, as a result of Jake DeRosier's visit, it would seem to be the proper thing for the Federation of American Motorcyclists and the Auto-Cycle Union, to get together on the record tables, and compile a set of records which both would agree to accept fully and unqualifiedly as world's records. As the situation now stands, there are records made in both countries which are absolutely accurate and legitimate in every possible way, and fully deserve to be recognized as world's records, and yet, owing to lack of a mutual agreement between the two governing bodies on this matter, these only can be designated as national records.

In justice to the riders who risked their lives in making these records and in justice to the manufacturers of the machines, it is but proper that a set of world's records should be compiled and recognized as such by all motorcycling governing organizations. An agreement between the F. A. M. and the A. C. U. to accept and recognize each other's records after they had been accepted at home, would be all that is necessary to bring about the elevation of the national records of both countries to international ones. It is a simple and easy thing to do, and the doing is well worth while.

Just as one swallow does not make a summer, neither does one record make a champion. Anyone who wants to occupy Jake DeRosier's shoes will have to fill them in order to wear them, and the breaking of a DeRosier record now and then only serves to show that other riders and machines are "coming on." Jake's crown does not appear to be in serious danger yet.

Coming Events



September 8-9-10, Chicago, Ill.—F. A. M. Lake District, second western endurance run, 600 miles; open.

September 8-9-10, Chicago, Ill.—Second annual F. A. M. western endurance run, Chicago-Davenport-Milwaukee-Chicago.

September 10, Newark, N. J.—New Jersey Motorcycle Club's opening meet at Olympic Park.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 10, Newark, N. J.—New Jersey Motorcycle Club race meet at Olympic half-mile track.

September 10, Cleveland, O.—Cleveland Motorcycle Club race meet on mile dirt track at North Randall Park.

September 10, Manitowoc, Wis.—Motorcycle races on half mile dirt track; E. J. Nelson, promoter.

September 13-14-15, Marshalltown, Ia.—Marshalltown County Fair Association motorcycle races on half-mile dirt track.

September 15-16-17, Minneapolis, Minn.—Minneapolis Motorcycle Club three day endurance run.

September 15-16-17, Minneapolis, Minn.—Minneapolis Motorcycle Club's second annual endurance run.

September 16, Westfield, N. J.—Motorcycle races at Fair Acres Driving Park.

September 16, Toronto, Ont.—Toronto Motorcycle Club race meet.

September 16, Dayton, O.—Dayton Motorcycle Club diamond trophy race meet.

September 16, Akron, O.—Akron Motorcycle Club's race meet.

September 16, Syracuse, N. Y.—Syracuse Motorcycle Club races at State Fair.

September 16, Westfield, N. J.—Motorcycle races at Fair Acres Driving Park.

September 16, Dayton, O.—Dayton Motor Club motorcycle race meet at county fair grounds half mile dirt track.

September 16, Syracuse, N. Y.—Syracuse Motorcycle Club race meet on fair grounds mile dirt track.

September 16, Johnstown, Pa.—Johnstown Motorcycle Club race meet on half mile dirt track at Luna Park.

September 16, Dayton, O.—Dayton Motorcycle Club diamond trophy race meet at fair grounds.

September 17, Dubuque, Ind.—Motorcycle races at Nutwood Park.

September 17, Oshkosh, Wis.—Oshkosh Motorcycle Club's race meet on half mile dirt track; open.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 20, Elyria, O.—Motorcycle races on half mile dirt track; Dr. A. M. Webster, promoter.

September 24, Cresta Blanca, Cal.—Central California Motorcycle Club's runs and barbecue.

September 24, New York City—Century Road Club of America 100 mile bicycle record run, open, from Floral Park, L. I.

Sept. 25, Detroit, Mich.—Race meet.

September 25, Detroit, Mich.—The Motorcycle Club of the Detroit Wheelmen's racemeet on mile dirt track.

October 26, Bowling Green, O.—Interstate Racing Association race meet.

September 29-30, Springfield, Ill.—Illinois Motorcycle Club race meet on half mile dirt track.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 7, Providence, R. I.—Regular fall business meeting of F. A. M. New England District, in Verdani Hall, 8 p. m.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

October 8, Providence, R. I.—Providence Motorcycle Club's annual "triangle run"; Boston, Worcester and return, 138 miles.

October 8, Providence, R. I.—Providence Motorcycle Club annual triangle run, Providence-Worcester, Boston, Providence.

October 24, Toledo, O.—Interstate Racing Association race meet.

October 27-28-29-30, Adrian, Mich.—Interstate Racing Association race meet.

October 31, Fort Wayne, Ind.—Interstate Racing Association race meet.

Swenson and McCorkle Win at Hillsgrove.

After witnessing several other forms of entertainment, including horse racing and aeroplanes, 10,000 people voted for motorcycle racing as the best attraction at the Rhode Island State Fair at Hillsgrove, R. I., on Labor Day. There were three events, all snappy and exciting, and they were run promptly. The winners were B. A. Swenson, of Providence, who took two races, and Walter McCorkle, of Brockton, Mass. Incidentally, McCorkle is deaf and dumb, but it is said he that he has the peculiar faculty of being able to detect a "skip" in his motor as quickly as his fellows. All of the winners rode Indians, no other make of machine being entered.

As the track was a half mile the events were limited to 30½ inch class machines. The track was in good shape. Owing to the large fields the races were run in heats and finals. The feature event was the unlimited four-cornered pursuit. After five minutes of riding Swenson and Carlson were the only men left and they fought it out. Swenson's machine developed a sticking exhaust valve and he was unable to catch Carlson, although he managed to hold a lead on him. In the 36th mile the race was called, as there was no prospect of an early finish and the track was needed for horse races. Swenson was awarded the race.

Carlson apparently had the first race won and wrapped up ready to take home when he broke a valve. There were no accidents. The summaries:

Five mile 20 inch class—Won by W. A. McCorkle (Indian); second, S. Higgins (Indian); third, John Kay (Indian). Time, 8:45½.

Five mile, 30½ inch class—Won by B. A. Swenson (Indian); second, E. A. Gove (Indian); third, S. Higgins (Indian). Time, 7:16.

Unlimited four-cornered pursuit, 30½ inch class—Won by B. A. Swenson (Indian); second, A. B. Carlson (Indian); third, E. A. Gove (Indian). Distance, 36 miles. Time, 0:54:31.

Clifton Stadium Now a Trotting Track.

Erected in 1908 for the F. A. M. national championship races, and having led a lonely existence the most part of the time since, the old Clifton Stadium, at Paterson, N. J., is no more. It has been torn down to make room for a half mile dirt trotting track. The track never was a success and had been idle for a long time. Part of it was destroyed by an incendiary fire last year.

Derkum Touted as a Racing Driver.

On the strength of his general reputation for recklessness, and his recent slashing of the Los Angeles-San Diego motorcycle road record, Paul Derkum is being touted for a driver's seat in a car in the Santa Monica Road Race. Good automobile racing drivers are said to be scarce around Los Angeles, and it is suggested that Derkum would "make good."

ROAD RULE CHANGED IN FRANCE

Committee Recommends Many New Features to Take Effect Next Year—Keep to the Left Instead of Right.

Tourists who visit France next year will find the road regulations reversed and will be required to keep to the left instead of to the right as at present. This change will be recommended by the committee appointed by the Ministy of Public Works to revise the road traffic regulations, which has just made its report, and is now awaiting the approval of the Ministry. This change in the French road rules, which at present are the same as those in force in this and most other countries, will make them conform to the English rules, which require that vehicles keep to the left. Tourists in England who are accustomed to keeping to the right find it very difficult at first to adapt themselves to the new regulations, and not a few accidents are due to confusion resulting from this condition. In order that the public may become accustomed to the new regulations in France they will not come into force until next year. Pedestrians must make way for all vehicles, and drivers of all vehicles must give warning of their approach. No maximum speed for vehicles is stipulated, but they must be under such control as will permit their being stopped quickly in case of emergency, and the speed must be reduced after sunset. Abnormal speeds which cause damage to the roads are prohibited.

"Spotting the Spotters" in St. Louis.

Using motorcyclists to spot the police who lay traps and spot the automobile drivers who break the speed laws is the new use for the motorcycle which has been discovered and adopted by the Automobile Club of St. Louis, Mo. It seems that the cops in and around the Mound City have been enforcing the speed laws quite zealously of late (too zealously, thought the club members), and as a result many car drivers have been fined. Finally the club developed the idea that the police were persecuting car owners, and it conceived the plan of putting motorcyclists on the job where speed traps are located, to browse around and act as witnesses in cases where arrest for speeding looked like persecution.

The "Kidds" Are on the Road Again!

Prominent among the small army of long distance motorcycle tourists this summer are Mr. and Mrs. J. W. Kidd, of Blackwell, Okla., who are motoring leisurely to Buffalo, N. Y. They are riding a single machine, tandem style. Their riding suits are of khaki, Mrs. Kidd's costume including a divided skirt. She also wears a face mask fitted with glasses, a combination which protects both the eyes and the skin from wind, sun and dust. The luggage problem has been solved by shipping baggage ahead to night stops, leaving the machine free of encumbrance. Long distance touring is not a novelty to the Kidds, for last year they motored to Champaign, Ill., to visit their parents. On that trip their average mileage was 176 miles, and the best day's run was 215 miles.

Speeding Comes High in Indianapolis.

Chicago motorcyclists who visit Indianapolis, had better keep their mufflers closed, or if they feel that they must run with them open, they must not plead ignorance of the law if jugged. Louis Odwall, of the Windy City, was taken in last week for open mufflering, and pleaded that he did not know when he had reached the city limits, but he was taxed $5 and costs. Another rider paid $25 and costs for riding at the alleged rate of 39 miles an hour on the wrong side of the street, and for just plain ordinary speeding, a third paid $25 and costs. Speeding comes high in the Indiana metropolis.

Turns Somersault Over Motor Car.

Collisions between motorcycles and automobiles are not so rare as to excite comment, but it is not often that after ramming the front of a car that a motorcyclist is catapulted clear over the car and picks himself up in the rear of it. This is the acrobatic stunt which Charles Gelineau, of Webster, Mass., performed recently when he butted into a car on a turn in the road. Gelineau was pretty well bruised and his machine was wrecked, while the car also had a few battle scars.

Wants Riders to Carry Number Plates.

Motorcyclists of Salt Lake City, Utah, are threatened with the dire peril of having to carry number plates so that they may be identified. A citizen writes to the city council requesting that such an ordinance be enacted, on the ground that the machines are so speedy that they can get away easily when in an accident unless there is some prominent means of identification that can be distinguished readily.

Hughes Easily Beats Train Schedule.

E. M. Hughes, the leading motorcycle speed rider of Louisville, Ky., has added another laurel to his wreath. His latest accomplishment is the setting of a motorcycle road record between Lexington and Louisville, 83 miles. Hughes's time was 2:27:00, eight minutes faster than a fast train takes for the trip. The road was bad for 32 miles.

Norwich Club a Progressive One.

At the last regular meeting of the Norwich (Conn.) Motorcycle Club several new members were elected. The club is endeavoring to secure quarters in the Chapman block, but there is a hitch over the insurance question on account of the storing of machines containing volatile oils.

MOTORCYCLING CLUB ON THE JOB

Santa Barbara Organization Campaigning for the Rincon Road Fund—Other California News.

The Santa Barbara Motorcycle Club is on a vigorous campaign for the Rincon road fund. Besides personal canvassing they keep a subscription list at a prominent motorcycle shop, and those who work there make it a point to get some subscription from ever motorcycle rider who calls. Riders from every part of the State have contributed as they passed through the city.

Speeding along Central avenue, near Forty-sixth street, Los Angeles, Cal., recently, a motorcycle, riderless, going at a high rate of speed, covered a distance of a block and a half after it had struck a dairy wagon, which threw the rider of the machine, "Bones" Wellborn, to the pavement. Wellborn was formerly a speed officer for the county and was severely injured by the accident.

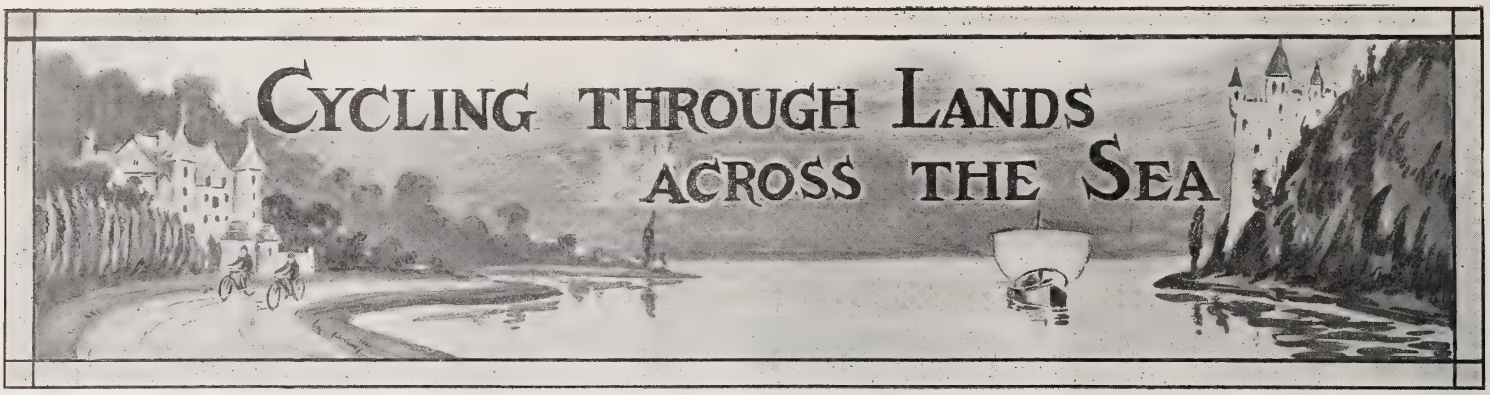
Pursuing its reckless course as though guided by a human hand and maintaining its equilibrium, it ran into the motorcycle of S. N. Reppert, a newspaper employe residing in East Forty-seventh street, injuring him slightly and smashing his machine. Further on it hit another motorcycle, knocking the rider from the machine, and then finished its mad career by smashing into the curbing a few feet further on, where it lay a mass of ruins.

Zanesville Club Ignores F. A. M.

Evidently the Zanesville (O.) Motorcycle Club never has heard of the F. A. M., and the requirement that all open race meets must be sanctioned, or if it has, it does not care a busted spark plug about the organization and its rules. At any rate the club has been going ahead and running unsanctioned meets regularly as serenely as you please. Not only that, but they also are said to be putting "sevens" on a half mile dirt track, which also is prohibited. If the Zanesvillians do not mend their ways pretty soon they are liable to bring the wrath of the chairman of the competition committee down on them before they know what's what.

Bloomington Now Has a Club.

Proudly stating that it has 11 good live members in its ranks the McLean County Motorcycle Club has been formed at Bloomington, Ill., with the following officers: C. A. Fenn, president; F. Niel, vice-president; A. Wellmerling, secretary-treasurer; E. Erdmon, captain; M. House, first lieutenant; J. Rald, second lieutenant. Bimonthly meetings are held, one for business, the other for pleasure, and both are always well attended. The organizers are constantly on the lookout for new members.



How to spend our vacation the coming summer was the all absorbing question of discussion between my chum, Henry Hart, and myself during the closing weeks of the term just finished at the Asheville School, Asheville, N. C. That we were to use our bicycles was a foregone conclusion, for by this means we could not only travel according to our own schedule and take in the many interesting sights, picking out the choice bits of scenery along the route, just as we fancied or desired, but the all commanding feature of expense could thus be met to greater satisfaction and kept down to the minimum, thus giving us a greater radius over which to travel and yet keep within our allowance than any other method of transportation.

After much consideration, during which maps of various sections of the United States were examined, for we were planning to put in the summer awheel, our ambitions began to soar and Europe was given a place in the competition and finally won our decision, with the result that our trip, as outlined, would cover about 2,000 miles, the itinerary to include parts of England, France, Southern Italy and the Rhine country.

To get to Merrie England was now a matter of prime importance, to do so on our chosen means of locomotion, our bicycles, was obviously impossible, to go by the usual pay-your-way method was equally out of the question, as by so doing our finances would have received a serious setback. Eventually, by dint of much inquiry, we ascertained that passage across the "big drink" could be earned by tending stock on the cattle boats.

After arranging to have our Columbias follow us, by express, to Liverpool, we set sail June 17th on the S. S. "Devonian." The passage over was not unpleasant by any means, as there were many occasional gifts from the upper cabin passengers, and for a small tip to the steward food such as was served to the most exclusive on board could be had in plenty, while the serenading of the passengers in the evening by the fifteen college fellows who like us, were working their way over on the cattle decks, went a long way to making the time pass quickly and pleasantly. Our share in work consisted of distributing eleven hundred buckets of water to the cattle, starting our task every morning at 3:45, then came the rolling and shaking out of bales of hap and the handling and apportioning out the one hundred pound bags of grain completed our day.

Getting through with the boat on Tuesday, June the 27th, we immediately looked up our wheels. We had a little difficulty, as they had not been listed, but after some investigation they were located and after being uncrated they were found to be in excellent shape. The remainder of the day was spent in applying the saddles and handlebars and equipping our mounts ready for the start.

Our start from Liverpool early the next morning, the 28th, was marred somewhat by our asking for "Stone Ferry," when we desired to cross the Mersy River. After our excitement calmed down somewhat we found that we had been told to cross by "Rock Ferry," the transition in the name being no doubt due to the aforementioned excitement attendant to the start. At last across the river at Birkenhead we were really on our way and found ourselves on an asphalt street headed for Chester, with the wonder uppermost in our minds as to when we would come to the end of the asphalt. We continued along that road for 240 miles from Liverpool, with the same unbroken asphalt paving.

Our first stop for sightseeing was at Chester. Armed with a "Baedecker" we did the Cathedral and most of the town through the forenoon. Taking up our way again after lunch we rolled on through a number of quaint, old towns and villages, stopping for the night at Betley, probably the oldest and quaintest of all we had been through so far. The following morning we induced the innkeeper, who probably never had seen a Kodak before, to attempt to take our pictures. It took him at least 20 minutes to locate us in the finder, and then finally, leaving us with grave doubts as to just what will show in the pictures when developed.

Through the morning we met with a few hills and as eventually proved a wise move we decided to express our extra clothing on by rail. At Liverpool we purchased English clothes for the equivalent of $2.60, and riding into the next town, Stratford, we were encouraged by the reception we received, plainly showing that we had succeeded in disguising ourselves as Englishmen, but going into the next town, Wolvertamton, we lost hope again when a native rode up beside us and asked what part of the States we were from. At Wolverhampton we visited the Cathedral and an art gallery, both very interesting, and continued on through the coal districts to Birmingham.

We had a hard time finding our way out of Birmingham the next morning, as no two people would agree on the same road, but after going two or three miles out of the way we got on the right road for Kenilworth, reaching there before any other visitors. We spent some time among the old ruins of Kenilworth Castle, and then rode on to Warwick, striking the first shower. But it did not last long, and we had another good time at Warwick Castle. As we were leaving here in the afternoon we met four of the college fellows who had come over on the boat with us. They had left Liverpool a half day before ourselves on English bicycles, having taken the train part of the way and reporting all kinds of tire trouble.

We rode on with them as far as Stratford-on-Avon, and from what we saw of them and their wheels in that eight miles we were indeed glad that we had brought American bicycles. We had, of course, made better time than they, and since their machines were heavy things, loaded up with unnecessary brakes, etc., we rode up most of the hills that they walked, even though their gears were smaller than ours.

They decided to stay in Stratford all night, but we saw everything connected with Shakespeare in three hours and pushed on, intending to stop for the night about 10 miles out, but at that distance no inns were to be found and we had to go 10 miles further, stuffing up on cookies for supper. At last we came to a little old building called "White Horse Inn," and although they told us that it was over 700 years old, we decided to take the risk and stop.

Next morning we made Oxford and after enjoying about four hours in that old university town we rode on to a little town called High W G Combe, about 30 miles out. This was Saturday night, and as in most little towns it was the "big" night of the week. We had a fine time listening to band concerts, socialists speaking and

attending vaudeville theatres and other entertainments.

The next morning we rode into London, making our first 240 miles in four days and a half without having had any tire trouble or bother with the wheels whatever.

We started out to do London in three days. While wandering about the first evening we noticed that a man was following us and we became a little suspicious when he came into the same restaurant with us and sat down at our table. However, he was a nice appearing man and soon made friends with us. As it was Sunday evening we had intended to go to St. Paul's Cathedral, and upon telling him of our plans he offered to join us, and, of course, we had to take him. This again made us a little doubtful, and we indeed thought that there was some mistake when a guard, stationed before a palace, saluted him. But imagine our surprise when, upon walking down the centre aisle of the Cathedral the head usher came forward to shake hands and to talk with our stranger as if he was a good friend. As one might imagine, we were led to the best seats and we no longer doubted the sincerity of our new friend. Before leaving him that night we made arrangements to met him the next morning, and the rest of our stay in London was like a personally conducted tour. The Tower of London, Westminster Abbey and other interesting places were all taken in, and our friend, who turned out to be a British Consul in Southern France, obtained permission for us to visit the House of Parliament, which is quite difficult to get into, since the suffragette trouble.

We did a little celebrating on the night of the Fourth, with some of the American fellows who came over on the boat, but as the English people did not sympathize with us we could not stir up very much excitement. We left London for the coast Wenesday noon. We were warned several times that we would find very bad roads, but it only aroused our curiosity to see what they called poor roads in England. Unfortunately we did not recognize any when we went over them, but have since guessed at what the English might have called bad. Our last night in England was spent at a pleasant little farmhouse, and the next morning we rode into New Haven in time to catch the boat across the English Channel. Our passage over was smooth and uneventful, except that we made it on empty stomachs, since we had calculated so closely not to have any English money left and did not have the price of a lunch.



BEN MERIWETHER AND HENRY HART ON CATTLE BOAT

Upon arriving at Dieppe we had our first trouble with the French language in the custom house, but on showing our membership cards to the Touring Club de France we passed through without paying any duty on our wheels, or having our luggage examined. We immediately looked up a restaurant, but were very much disheartened at the first sight of a French menu. We could not order anything, but looked hungry enough and the waiter came to the rescue with a good table d'hote dinner. Our next problem was getting started on the right road. We asked for the "route de Rouen" of several persons, but they all looked at us with blank expressions. We finally pointed out Rouen on the map to a policeman, who then pronounced it in an entirely different manner and immediately showed us the road. We no longer found those wonderful asphalt roads of England, but had no reason to complain, as the French roads are all well macadamized. The country itself is similar to England, although the natives are more interesting with the children in their tabliers, the women working the fields and the men driving their two-wheeled carts.

We stopped the first night in a Touring Club hotel, which was a fine old building of the sixteenth century, with stone floors throughout and the kitchen and dining room combined. Fortunately for us the proprietor could speak a little English. The next morning we rode on to Rouen, where we saw many places of historical interest, and better still, where we were picked up and treated by an American, who turned out to be the general manager of a large railroad. He took us to his hotel, much to the disgust of the bellboys and waiters, who turned up their noses at our dusty clothes and bandana handkerchiefs.

We had our real touch of heat that afternoon when we started on up the Seine valley. The dusty roads and cobblestones streets of the villages did not add much to the enjoyment of cycling, but a hatful of cherries, secured when no one was looking, helped out beautifully. That night we found ourselves in a village where no English was spoken, and had our troubles in trying to beat the proprietor down on his price. The next morning we thought we could get him down a little more when we heard we were in a Touring Club hotel, but he became so disgusted with our



A ROAD THROUGH NORMANDY

French that he added on the two francs which he had taken off the night before, so we hastened to pay the bill as it stood before. At noon that day we stopped at a small country inn for lunch, but could not make ourselves understood at all. It last they brought in everything they had and let us point out the food we wanted. The first was a basket of eggs and we nodded



STARTING FROM BETLEY, ENGLAND

our heads. Then they brought us in a frying pan and a kettle and we pointed to the kettle, designated that we wanted the eggs boiled instead of fried. Before we got through we had a real good dinner. At 5 o'clock that afternoon we were making our entrance into Paris, riding very majestically down the Avenue de la Grande Armes and arriving just in front of the Arc de Triomphe when one of our tires suddenly went down and we found three tacks in it.

It Happened Fifteen Years Ago.

(New York Tribune, January 16, 1896.)

"A well-dressed young man astride of a motorcycle created a little sensation in Nassau street at 4 o'clock yesterday afternoon. The machine was turned into Nassau street at Beekman, and its owner, or rider, started down that thoroughfare as if he was in a hurry. The machine set close to the ground, and it fairly flew down the street. The rider was an expert, or somebody would have been hurt. He darted in between wagons and spectators, and only occasionally slackened the speed of the machine. The wheels were shod with unusually wide tires, and as the machine went along it made a noise not unlike that of a toy engine when under full steam."

New York's pioneer motorcyclist, probably. Wonder who he was, what he rode and what class he belonged to. At any rate he had a taste for neatness and did not present the disreputable appearance so common to present day riders. As muffler cut-outs were unknown in those days the noise probably was due to crudities of muffler and general mechanical arrangement. Evidently the machine could "go some," too, in the opinion of the scribe who wrote about it.

St. Louis Cyclists Climb, Coast and Sprint.

Three events offering variety and interest for all classes made up an entertaining program at the Bicycle Derby of the St. Louis Cycling Club on Sunday the 27th ult.

For the strong boys a hill climb was provided up Undertaker's Hill, a steep bump one-fifth of a mile in extent. Martin Hohner proved to be the premier Sandow a la bicycle by getting his wheel over in the fastest time, 41 seconds; second, W. Martin; third, G. Martin.

Treasurer C. L. Barr of the club evidently has, in addition to his financial abilities, some mechanical knowledge coupled with the almost lost art of knowing how to get over the greatest distance with the least effort, as evidenced by his winning the coasting contest; second, H. W. Lang; third, Wm. Barry.

In the event for the speed merchants, J. B. Freeman won the three mile open, but not without a struggle, O. B. Henry, a novice, making Freeman ride all out to win. In taking second, Henry succeeded in leading one veteran over, Otto Roeder finishing third. Time of winner, 8:24⅗.

Active preparations are now going forward for the annual Bellefontaine road race, to be held October 1st. Those of the club who are concerned with the promotion of the race and riders alike are working industriously to make the event bigger and better, if possible, than ever.

Thirty-five on Western Endurance Run.

Chicago, Sept. 8.—Thirty-five riders left Chicago this morning (Friday) on the Western F. A. M. Endurance Run. Only two who had signified their intention of going on the tour failed to appear. The rainy weather that has prevailed for four days has left the roads over the entire course in very bad condition and it is expected that some hard riding will be necessary to keep to the schedule laid out. The riders will stop at Davenport, Iowa, to-night, leaving for Milwaukee in the morning.

Case Brings Out New Route Book.

Motorcycle and automobile garages of the progressive sort frequently advertise themselves by distributing to tourists local route cards, giving mileages to important points within 100 miles or so, together with the names of and distances between intermediate towns. One of the best of the sort yet compiled is the route card distributed by the G. W. Case Co., 54 Front street, Port Jervis, N. Y. In addition to towns and mileage between Port Jervis and Philadelphia the Case card is more complete, for it also gives hotels and road conditions, as for instance, "State road, dirt road or pike," as the route may be. These cards fit the pocket nicely and are the handiest touring guide for motorcyclists.



IN FRONT OF SHAKESPEARE'S HOUSE, STRATFORD

EVERYBODY HAD A CHANCE AT POUGHKEEPSIE MEET

Eleven Events on the Card Provide Plenty of Variety—Gustafson and Guterman Collect the Cash Prizes—Constant Shows His Class as Trade Rider.

Despite the presence of some high class out-of-town talent, local riders made a very good showing in the big race meet conducted by the Poughkeepsie (N. Y.) Motorcycle Club, at the Hudson River Driving Park, on Labor Day. Unusually good "class" for beginners was shown by Jack Mahaney and William Dahoney. The former won two events, and the latter took one first, and in other races they were well placed. In the professional division, Charles Gustafson and L. H. Guterman were the only cash chasers present, and gobbled up the rich purses hung up. Gustafson made quite a pot of money for his day's work, winning all three money events.



THE LINE UP IN THE FIVE MILE FOR MEMBERS

Constant was the king of the trade riders. He won the 15 mile amateur in a joy ride, leading all the way, and in an intermediate lap, turned the fastest mile of the meet, 55 seconds. In the 10 mile amateur, Costello, on a Merkel, cut out a cannon ball flash for a couple of miles, when Constant decided that it was time to close in. He took the lead in due time and thereafter the others took his dust. The professionals put up exciting scraps in their get-togethers, but Gustafson always had something in reserve for the windup.

Great excitement reigned during the five mile special members race, for the various riders had their hosts of admirers. There were four scratch men, and three on marks. Clinton Price, Merkel, won hands down, after leading all the way. William Dahoney, another long marker, on a Merkel, ran second. Dahoney starred again in the five mile belt handicap, winning from scratch against a good field.

Jack Mahaney stored the opening victory in the novice, with Dahoney second. Mahaney repeated in the three mile stock event. A record crowd witnessed the meet and in the throng were many motorcyclists, over 100 machines being parked at the track. There were no accidents. Summary:

Three mile handicap, novice—Won by J. Mahaney (Indian), 0:44; second, W. Dahoney (Merkel), 0:15; third, Charles Senk (Excelsior), 0:15. Time, 3:51⅖.

Five mile handicap, club members—Won by Clinton Price (Merkel), 0:55; second, W. Dahoney (Merkel), 0:25; third, Bozanni (Indian), 0:30. Time, 5:46⅖.

Three mile open, 30½ inch class—Won by J. Mahaney (Indian); second, H. Gindele (Indian); third, T. Jordan (Indian). Time, 3:45⅗.

Five mile handicap, belt machines—Won by W. Dahoney (Merkel); second, H. English (Excelsior); third, W. C. King (Excelsior). Time, 5:54⅘.

Five mile professional, 30½ inch class—Won by Charles Gustafson (Indian); second, L. H. Guterman (Indian). Time, 5:23.

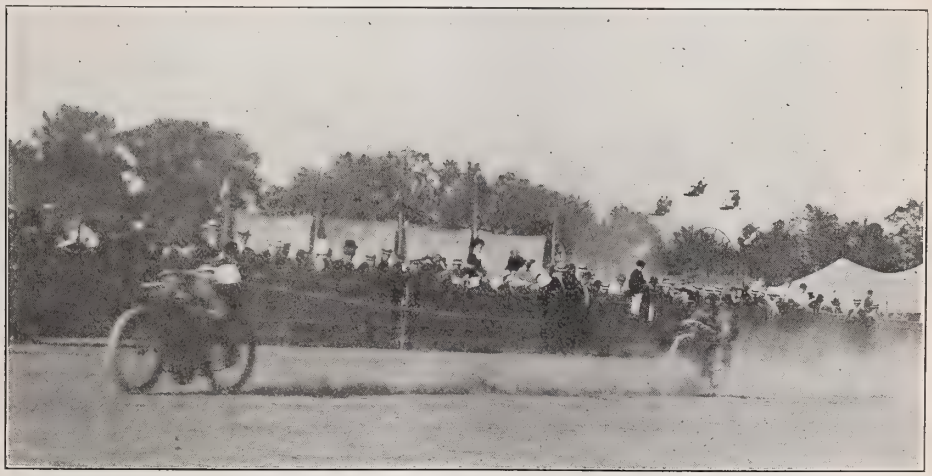
Ten mile amateur, 30½ inch class—Won by J. U. Constant (Indian); second, M. Costello (Merkel); third, J. Mahaney (Indian). Time, 10:33.

Five mile, private owners, 61 inch class—Won by C. Schroeder (Indian); second, French (Indian); third, C. Senk (Excelsior). Time, 5:25.

Five mile professional, open—Won by Charles Gustafson (Indian); second, L. H. Guterman (Indian). Time, 4:57⅘.

Ten mile stock, 54 inch class—Won by Charles Senk (Excelsior); second, C. G. Price (Merkel); third, Bozanni (Indian). Time, 10:55⅗.

Fifteen mile open, amateur, 61 inch class—Won by J. U. Constant (Indian); second, R. L. Berluti; third, C. Schroeder (Indian). Time, 14:50.



GUSTAFSON LEADING GUTERMAN IN THE FIVE MILE PRO.

Ten mile open, professional, 61 inch class—Won by Gustafson (Indian); second, Guterman (Indian).



GLIMPSES OF THE CONEY ISLAND CYCLE PATH PARADE ON I



PART OF THE MOTORCYCLE POLICE ESCORT.



TANDEM MOTORCYCLE DIV. AT THE END OF CYCLE PATH



BORO. PRES. STEERS CONGRATULATING ONE OF THE WINNERS.



ONE OF THE PRIZE WINNERS TANDEM MOTORCYCLE DIV.



LINING UP FOR THE START ON EASTERN PARKWAY. VETERAN DAN ADEE IN FRONT.

OR DAY SHOWING THE "STAY-AT-HOMES" WHAT THEY MISSED



DR. THORNLEY MARSHAL, MOTORCYCLE DIV. ON THE JOB.



J. MILLER ON A COLUMBIA ORDINARY 1892. MODEL AND MISS EDITH SCHWALBACH.



PART OF THE MOTORCYCLE POLICE ESCORT.



UNCLE SAM ON A PONY STAR SAFETY



THE OFFICIALS
LEFT TO RIGHT ALEX. SCHWALBACH
DR. J. P. THORNLEY. PRES. STEERS. J. A. HALL

LOUIS L. KOELSCH WINNER OF GRAND PRIZE FOR BEST DECORATED WHEEL IN ENTIRE PARADE.

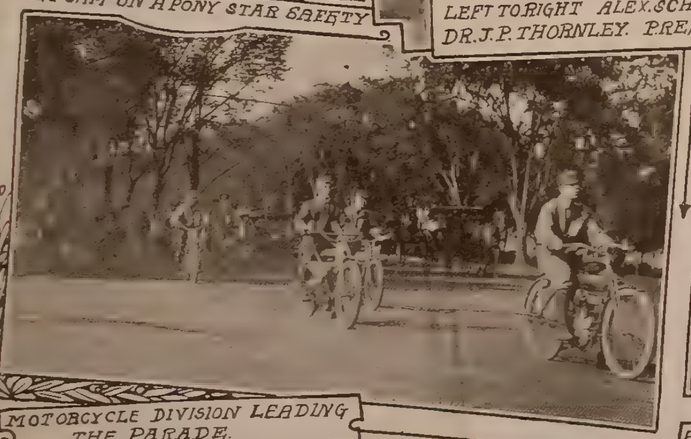




TANDEM MOTORCYCLE DIV. AT THE END OF CYCLE PATH



BORO. PRES. STEERS CONGRATULATING ONE OF THE WINNERS.



MOTORCYCLE DIVISION LEADING THE PARADE.



PRIZE WINNER TRI-CAR DIV.

A FEW OF THE CENTURY ROAD CLUB ASSO. DELEGATION.



ONE OF THE PRIZE WINNERS TANDEM MOTORCYCLE DIV.



LINING UP FOR THE START ON EASTERN PARKWAY. VETERAN DAN ADEE IN FRONT.

GLIMPSES OF THE CONEY ISLAND CYCLE PATH PARADE ON LABOR DAY SHOWING THE "STAY-AT-HOMES" WHAT THEY MISSED

A THOUSAND ANGELS VISIT VENICE

And They Were Mounted on Motorcycles, Too—Los Angeles Club Has Great Parade With 300 Girlies in Line.

Los Angeles, Cal., again won the "American motorcycle city championship" for having the largest number of motorcycles on Sunday, 20th ult. The occasion was the annual run of the Los Angeles Motorcycle Club to Venice, a "little Coney Island," a few miles down the coast. Over 700 motorcycles, carrying 1,000 riders, one-third of whom were ladies, participated in the parade to the beach, which was over five miles in length. It was the largest motorcycle turnout ever held in this country and eclipsed in numbers the total attendance at several of the recent national F. A. M. meets.

Two hundred and forty-nine tandem machines were counted in the long line of machines as they chugged over Washington Boulevard, the new road to the beach. Perhaps the most novel, and at any rate the most interesting feature of the run was the large attendance of ladies. Attired in up-to-the-minute motor garb, many of the costumes being diversified from the ordinary, the fair ones were the star attraction. The riders traveled in pairs to the beach and rode at a 20-mile pace.

Some of the machines carried whole families, one in particular being loaded with six passengers. In addition to the owner and his wife their four children, ranging from 1 to 6 years, were stowed on pillows placed on the top tube of the rear attachment and held in their mother's arms. Side cars and tri-cars also were numerous. It is estimated that 50,000 people witnessed the parade at Venice.

Upon reaching Venice the riders held a series of gymkhana trials which attracted wide attention and proved highly interesting.

The results were as follows:

Two hundred-yard slow race, start with engines "dead"—Won by Fred Everett (New Era); second, W. A. Holmes (Harley-Davidson). Time, 6:45.

Coasting contest—Won by Roy Cheminant (Indian); second, W. F. Kent (Indian).

Slow race, start with engines running—Won by Fred Everett (New Era); second, W. A. Holmes (Harley-Davidson).

Pedal race—Won by Roy Cheminant (Indian); second, J. R. Thompson.

At the conclusion of these events Paul Derkum gave some exhibitions of rough riding, picking up handkerchiefs while riding at full speed and similar circus stunts. During the handkerchief stunt the control on Derkum's machine broke and he was unable to stop. He dashed into the crowd, knocking down several people and the machine brought up against a brick wall, Derkum sliding off just before the crash. He sustained a bad cut on one knee and the front of the machine was damaged considerably. The injuries to spectators were trivial. Despite his injuries Derkum patched up his machine and continued his exhibition.

During the afternoon the motorcyclists visited the various attractions, many of which were free to them or else made low rates. Upon returning to the city in the evening 200 motorcyclists sat down to a sumptuous banquet at the club rooms to celebrate the success of the outing. It was an informal function and the only address of the evening was made by President Blaylock.

R. D. Bissett was captain of the run and his lieutenants were A. J. Menegay and E. R. Longley. Only 125 of the riders were members of the club, the others being present by invitation. Moving pictures were taken of the parade and the sports at the beach. The weather was ideal and nothing occurred to mar the pleasure of the riders.

More Records Fall at Brooklands.

Apparently the limit of speed of "Charlie" Collier's Matchless has not yet been reached, for he hammered the kilometer record still lower at the monthly meeting of the British Motor Cycle Racing Club, at Brooklands, England, on the 26th ult. The new figures for the distance are 24:52 seconds, a reduction of 48-100 of a second from his old mark of 25 seconds flat. Collier also went a mile in 40.44 seconds, and five miles in 3:38⅕, but neither of the two latter performances are record breaking. His mile record time stands at 39⅖ seconds. In the kilometer trial Collier averaged 91.23 miles an hour. He used the same machine as in his previous trials and in his match with DeRosier.

The meeting was one of the best of the season, for in addition to the breaking of the kilometer record, several British class records also went by the board. In the single cylinder class, for machines not exceeding 500 c. c., which is equivalent to the American rating of 30½ cubic inches, Harry Martin, riding a Martin-Jap, covered a kilometer in 30:25, and a mile in 49.39 seconds, respectively. In the kilometer his average speed was 73.95 m. p. h., and in the mile 72.89 m. p. h. These performances closely approach the average of 75 miles an hour made by E. Matthews on a 30½ inch Thor at Chicago recently, but some of the English trade journals have their doubts about the correctness of Matthews's performance.

Undoubtedly the star event of the meeting was the hour race for 30½ inch singles and the establishing of a new record for this class by J. R. Haswell, on a Triumph, who covered 63 miles 194 yards. The old record was 60 miles 783 yards. O. C. Godfrey, on an Indian "4," was second, covering 62 miles 1,147 yards. Great enthusiasm marked Haswell's victory, for he is said to be a real amateur. He rode a single cylinder T. T. Triumph.

TWO DAYS MEET AT STATEN ISLAND

Plenty of Thrills for Spectators—Rogers Hits the Fence and Coghlan Breaks Feed Pipe—Protest Filed.

Staten Island, which, for the benefit of those who have forgotten their "Jography," is a garden spot in New York harbor, had its annual motorcycle races on the 2nd and 4th inst., and rousing affairs they were. The speed carnival was a big feature of the county fair which took place at Dongan Hills, and the races were run on a half-mile track, which was in fair shape. On Saturday, 2nd, Gene Coghlan, R-S, won the 10 mile event, after Jefferson Rogers, Indian, who was leading, hit the fence and sustained a double fracture of the left arm and a compound fracture of the shoulder. Fernando Mercier, on an Indian, won the five mile race. On Saturday Mercier's machine was allowed to start under protest, it being alleged to be non-stock. The question will be decided later. Large crowds witnessed the races, 35,000 people being present on Monday. Coghlan broke a gas feed pipe in both races on Monday, but persevered and was placed each time. The meet was conducted by the Staten Island Motorcycle Club, and H. A. King was referee. Summary:

First Day—Saturday, 2nd.

Ten mile open—Won by G. Coghlan (R-S); second, S. Benham (Merkel); third, C. Davis (Marvel). Time, 12:21⅕.

Five mile open—Won by F. Mercier (Indian); second, G. Coghlan (R-S); third, S. Benham (Merkel). Time, 7:32⅕.

Second Day—Monday, 4th.

Ten mile open—Won by F. Mercier (Indian); second, J. Cronan (Pope); third, G. Coghlan (R-S). Time, 12:33⅗.

Five mile open, Staten Island riders only—Won by J. Haas (R-S); second, J. McCarthy (Merkel); third, Gene Coghlan (R-S). Time, 7:35⅗.

Norwich Club on Run to Savin Rock.

Ten members of the Norwich (Conn.) Motorcycle Club participated in a run to Savin Rock, "the Coney Island of Connecticut," near New Haven, on Sunday, 20th ult. After a short dinner, the visitors "took in" the various attractions. Everyone had a good time and concurred in Oliver Twist's idea that "they wanted some more."

Australians Like the Motorcycle.

Motorcycling is growing rapidly in popular favor in Australia and clubs are being formed throughout the Commonwealth. The Victorian Motorcycle Club, of Sydney, has 200 members and possesses attractive club rooms. In Sydney, N. S. W., there are 2,500 motorcycles, and 2,650 riders registered.

DE ROSIER DEFENDS HIS LAURELS AT RIVERVIEW STADIUM

World's Champion Motorcyclist Switches to Excelsior Machine and Has Hard Tussle with Wolters Similarly Mounted—Immense Crowds Witness Three Days' Speedfest.

The racing at the Riverview Stadium, Chicago, on the 30th ult. was unusually fast and the finishes close. Charles Balke, of Los Angeles, riding an Excelsior machine, won both professional races, with Joe Wolters, on an Excelsior, coming in second in each event.

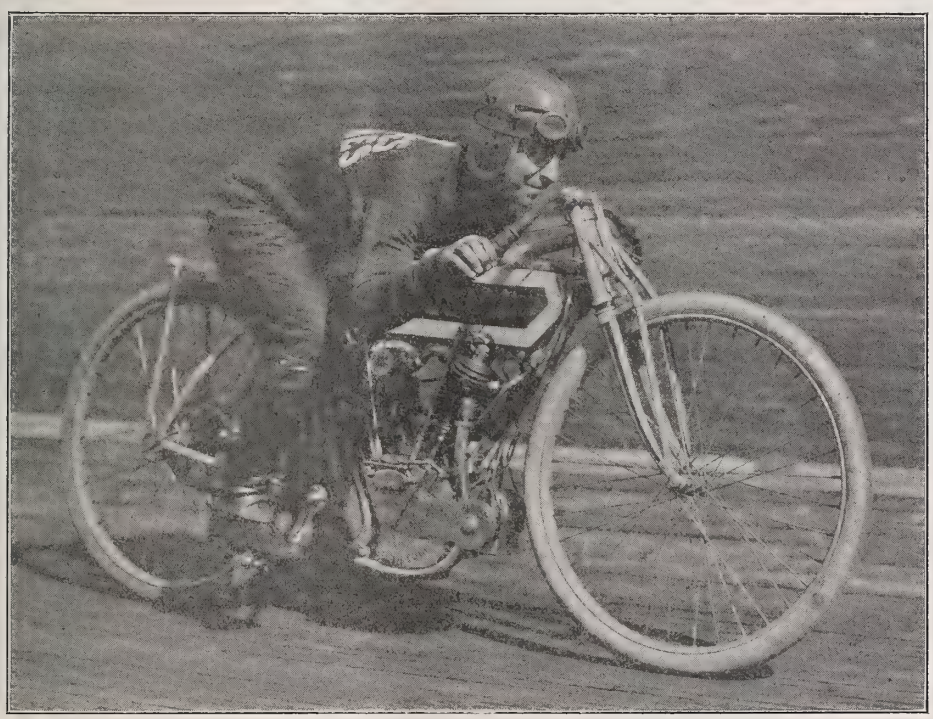
The summaries:

Five mile handicap, amateur—Won by J. M. Shaw (Thor); second, H. P. Mitchell (M-M); third, P. Wenk (Thor). Time, 5:28⅕.

Five miles, professional—Won by Charles Balke (Excelsior); second, "Farmer" Joe Wolters (Excelsior); third, "Speedy" Hasha (Indian). Time, 3:25⅕.

Four mlies, invitation—Won by Arthur Chapple (Merkel); second, Willie Walsh (Indian). Time, 3:16.

The Art Greiner sweepstakes—Won by Charles Balke (Excelsior); second, Joe Wolters (Excelsior); third, Court Edwards (Merkel). Time, 5:01⅗.



JOE WOLTERS ON HIS RECORD-BREAKING EXCELSIOR

Saturday, September 2nd.

Jake DeRosier, champion motorcyclist of the world, made his first appearance since his recent European trip and signalized his home-coming by winning the DeRosier sweepstakes, held in his honor, on Saturday evening, the 2d inst., at Riverview Stadium, Chicago. DeRosier rode an Excelsior machine for the first time in competition and was beaten in the opening five mile race by "Joe" Wolters, likewise riding an Excelsior. DeRosier seemed not to have been assigned quite as fast a machine as that of Wolters, but the champion's riding was a revelation to the thousands of motorcycle enthusiasts who recently have learned to appreciate this brand of sport.

The racing was not up to the high standard recently enjoyed at Riverview, a fact which doubtless was due to the absence of both Hasha, on an Indian, and Balke, on an Excelsior. This pair have fought out their races to the last ounce, and have been the only riders capable of giving Wolters an argument. Wickwire, on an Indian, won a three mile invitation race, defeating Edwards by a slight margin, with the others trailing. The amateur races are now handicap affairs, Saturday night's event being won by Wenk on a Thor.

The attendance was the largest in the brief history of the track, and the congestion was intense after the races were completed. The statement is made that "Jack" Prince evidently had small appreciation of the liking of the Chicago people for high-class racing when he built the stadium. The seating capacity should at least be doubled before the opening of another season. The type of racing furnished is of the most thrilling order, with the average time of races ranging from 80 to 90 miles. The summaries:

Five mile handicap, amateurs—Won by Wenk (Thor); second, W. F. E. Williamson (Excelsior); third, H. P. Mitchell (M-M). Time, 5:33.

Five miles, for professionals—Won by Joe Wolters (Excelsior); second, Rex Wickwire (Indian); third, DeRosier (Excelsior). Time, 3:35.

Three mile invitation—Won by Albright (Indian); second, Edwards (Merkel). Time, 2:16⅘.

The DeRosier sweepstakes, seven miles—Won by DeRosier (Excelsior); second, Wolters (Excelsior); third, Albright (Indian). Time, 5:13.

Sunday, September 3rd.

A new world's record for two miles was hung up Sunday evening, the 3d inst., by "Joe" Wolters, Chicago's speedy but careful motorcyclist, who covered the distance at Riverview Stadium in 1 minute 22⅖ seconds. The previous record, made by himself on the same track, was 1 minute 24 seconds flat. An audience of 20,000 greeted the announcement without excitement, for the speed at the motordrome has been so terrific that nothing but a real sensation will create excitement. It is freely predicted that a mile will be made in less than 40 seconds before the close of the season.

Jake DeRosier, champion of the world, again appeared riding an Excelsior, but his machine did not work so well as that of Wolters, who defeated the champion in a five mile and a seven mile race. DeRosier has made no complaint of the machine assigned to him, and his riding is of a character which guarantees that he will furnish Chicago spectators with many a thrill when he acquires better knowledge of the machine, which is new to him.

Albright on an Indian raced neck and neck with Wolters in the seven mile race, but Wolters drew away just at the finish line.

Hasha, Balke, Seymour and a number of Western cracks are due in Chicago in a few days and lovers of racing are promised contests such as have been witnessed in no other part of the country. The track now is lightning fast, and wagers are freely made that Wolters, DeRosier, Seymour, Hasha and Balke will all lower world's records before the frost is on the pumpkin. The summaries:

Five mile amateur, handicap—Won by Shaw; second, Williamson; third, Wenk. Time, 5:17.

Five mile professional, open (final heat)—Won by Wolters (Excelsior); second, Wickwire (Indian); third, DeRosier (Excelsior). Time, 3:35.

Two mile match race, Willie Walsh vs. Court Edwards—Won by Edwards (Merkel. Time, 1:39⅘.

Two mile exhibition, against world's record of 1:24—Joe Wolters (Excelsior). Time, 1:22⅖.

Marquis of Queensberry sweepstakes (final heat), seven miles—Won by Wolters (Excelsior); second, Albright (Indian); third, DeRosier (Excelsior). Time, 5:12.

Toronto to Hold Championship Meet.

The program of events for the Canadian motorcycle championships, to be held on the Exhibition two-lap track at Toronto, Canada, under the auspices of the Toronto Motorcycle Club, on Saturday, Sept. 16th, has been arranged as follows:

1—Three miles, 2½ horsepower limit.

2—Five miles, private owners' novice, 30½ class.

3—Five miles, chain drive, unstripped, 30½ class.

4—Five miles, belt drive, unstripped, 30½ class.

5—Five miles, private owners, unstripped stock, 50 class.

6—Ten miles, stripped, 50 class.

7—Ten mile open.

8—Five miles, single cylinders.

9—Twenty-five mile open. Canadian riders eligible.

Open ports and special valved machines may be used, and already several of the leading American manufacturers are sending over racing machines to be used at this meet. Staudt, the Reading-Standard crack, is already in Toronto, where he has taken up residence. He has forsaken the F. A. M., it is claimed, and has joined the Toronto Motorcycle Club. He will ride in the Canadian championships regardless of the F. A. M.'s attitude towards Canada. The 25 mile race will be the longest ever pulled off in Canada, and it is probable that a special trophy will be hung up.

Direct Route from South to North.

What is planned to be a motor trunk highway through the Mississippi Valley, connecting the Gulf of Mexico with the Great Lakes, now is being scouted by an automobile party of enthusiastic Southerners. The scouts started from Pensacola, Fla., and are following a trail that takes them through Montgomery and Birmingham, Ala.; Nashville, Tenn.; Louisville, Ky., and Indianapolis, Ind., to Chicago, the northern terminus of the proposed highway. Good roads meetings are being held at important towns en route. There already is an officially mapped route between Nashville and Chicago, but the remaining section never has been mapped. If the project is put through as planned motorcyclists and bicyclists as well will have a direct route over good roads between Chicago and New Orleans.

HART STIRS DETROIT RACING FANS

Loses Goggles, Stops for New Pair, But Wins 25 Mile Event—Teubner Gives Him Hard Battle—New Star Rises.

Detroit, Mich., "where life is worth living," so the natives say, seems to be the favorite battle ground of Frank Hart, the Wall street comet, and "Will" Teubner, recently transplanted from Pottstown, Pa., to Middletown, O., for this pair of good-natured rivals met again in the Straits City on Labor Day, and indulged in a few speed scrimmages at the motorcycle race meet conducted by the Detroit Motorcycle Club at the State fair grounds' mile dirt track. When the gong announced the close of the speed sessions Hart had set up a new five-mile record for the track and had won the five-mile open, 10-mile handicap and 25-mile free-for-all. Teubner's share of the spoils was the five-mile open, 30½-inch class; 10-mile open, 30½-inch class, and also the five-mile miss-and-out, 30½-inch class.

In other words, each of the visitors won three events, Hart scoring in the twin classes, while Teubner was invincible in the single events. However, there were others "among those present" in the winning class. Don Klark, the local star, scored over Hart in the novelty, and Chamberlain, also a Detroiter, captured the three-mile novice for 61-inch machines. A new star burst forth into the firmament when Weitzman, on a Merkel, won the 25-mile event for 30½-inch machines in in the comparatively fast time of 27:23. Mahon, on an Indian, was second, while Shattock, on an Emblem, came home third.

In the 25-mile race for twins Hart did some great riding. He lost his goggles, and after missing three pairs, which were thrown to him on the fly, he was forced to stop for a pair. This cost him all chances of setting a new record for the distance on the track, but he traveled fast enough to win, nevertheless. Spectators saw one of those rare hammer and tong scraps which Hart and Teubner know so well how to serve up in the 10-mile open, the liveliest race of the day. From the start it was a slashing mill, with Teubner in front for two laps. Then Hart set the pace and opened a gap. Teubner cut this down gradually and in the ninth mile passed Hart. The latter regained the lead at the finish of the ninth, but Teubner forged ahead again on the backstretch in the final lap and nosed Hart out by two lengths in a pretty final dash.

It was quite a day for fires, two machines flaring up. Logan's Merkel broke into flames in the second lap of the miss-and-out and burned up. Hart's Indian also became a giant candle at the finish of the five-mile open for twins, but he managed to save it by shutting off the gasoline.

If they were brothers, or riding the same make of machines, Hart and Teubner could not be better friends off the track, despite the fact that they go after each other for blood in races. This was well illustrated at the distribution of prizes. Among Hart's winnings was a shot gun, while Teubner's prizes included a suit case. Now by the provisions of a state law which went into effect in New York on the first of September, it is almost a Sing Sing offense to have a weapon in one's possession without a license. In Ohio firearms restrictions are not quite so stringent. Furthermore, Hart was in need of some receptacle in which to carry away his prizes, while Teubner likes to hunt rabbits. Under these conditions, when Hart suggested to Teubner that they exchange the gun for the suitcase, "Smiling Bill" was not slow in agreeing to the swap, and both were happy with their bargain. Summary:

Five mile open, 30½ inch class—Won by W. J. Teubner (Merkel); second, Don Klark (Indian); third, Frank Hart (Indian). Time, 5:01⅕.

Three mile novice, private owners, 61 inch class—Won by Chamberlain (Indian); second, Brydon (Indian); third, Dougherty (Indian). Time, 3:14⅘.

Ten mile open, 30½ inch class—Won by Teubner (Merkel); second, Hart (Indian); third, Weitzman (Merkel). Time, 10:10⅗.

Five mile open, 61 inch class, rolling start—Won by Hart (Indian); second, Teubner (Merkel); third, Oberwegner (Yale). Time, 4:26⅘ (track record).

Five mile miss-and-out, 30½ inch class—Won by Teubner (Merkel); second, Klark (Indian); third, Hart (Indian). Time, 5:02⅗.

Ten mile handicap, 61 inch class—Won by Hart (Indian), scratch; second, Mahon (Indian), 1:00; third, Logan (Merkel), scratch. Time, 9:04.

Novelty race—Won by Klark (Indian); second, Hart (Indian); third, Mahon (Indian).

Twenty-five mile, 30½ inch class—Won by Weitzman (Merkel); second, Mahon (Indian); third, Shattock (Emblem). Time, 27:23.

Twenty-five mile, 61 inch class—Won by Hart (Indian); second, Logan (Merkel); third, Oberwegner (Yale). Time, 22:51⅗.

Swenson Announces F. A. M. Events.

B. Swenson, Providence, R. I., announces that the regular fall business meeting of the F. A. M., New England district, will be held in Verdandi Hall, Providence, on Saturday, October 7, at 8 p. m. The annual triangle run of the Providence Motorcycle Club is slated for the day following, Sunday, October 8th. This schedule perpetuates the plan adopted last year, when the meeting and run were held on succeeding days, each contributing to the success of the other. The triangle run is the most important motorcycle road event of the year in New England, and attracts a large number of riders.

GOOD CARD AT CEDAR RAPIDS

Whirlwind Riding and Dusty Track Make Flights Spectacular—Meisel Wins Two Events—Parks Best Amateur.

Even though the results were a bit one-sided some jim-dandy motorcycle racing was staged by the Cedar Rapids (Ia.) Motorcycle Club at the Marion half mile dirt track on Labor Day. Of the eight events Parks stowed away four in his prize cupboard, Meisel collected the big cash in two pro events, Swett cashed in for first money in the third and the remaining race on the bill was appropriated by Clarkson. Thus four men divided the eight races.

Despite a dusty track some whirlwind riding was unreeled, and the events for the most part were full of ginger from start to finish. The pro races were hard fought and Meisel seemed in a fair way to pot all the big purses had he not fallen in the last event. Parks easily was the kingpin among the amateurs, and his dashing style of riding helped largely to bring him home the bacon. Included in his victories was the championship of Linn county and the Boyson Trophy, which must be won twice to be the holder's permanent property.

In the factors contributing to the success of the meet, the generous donation of prizes by local firms, and out-of-town concerns also, helped very materially. The prizes in the amateur events were various and useful articles of merchandise contributed by the following firms: Local—Stauffacher Clothing Co., H. E. Newland Drug Co., Sayers Hardware Co., Ingold-Buser Co., Robert Smulekoff, Dayton-Boyson Jewelry Co., G. H. Boyson, H. Abrams Co., Ramey & Sellers. Out-of-town—Prest-O-Lite Co., Indianapolis, Ind; Van Cleef Bros., Chicago.

The summaries:

Three mile, private owner, stock, 30½ inch class—Won by Parks (Indian); second, Krecji (Harley-Davidson); third, Stolba (Indian). Time, 4:31⅗.

Five mile open, trade riders, 30½ inch class—Won by Clarkson (R-S); second, Cody (Harley-Davidson). Time, 7:22¼.

Five mile professional, 30½ inch class—Won by E. Meisel (Excelsior); second, Yonkers (Indian); third, Fawcett (Excelsior). Time, 6:32.

Three mile novelty—Won by Parks (Indian); second, Clarkson (R-S). Time, 5:21¼.

Ten mile professional, 30½ inch class—Won by E. Meisel (Excelsior); second, Swett (Thor); third, Albert (Harley-Davidson). Time, 13:01.

Seven mile Linn county championship, stock, 30½ inch class—Won by Parks (Indian); second, Clarkson (R-S); third, Krecji (Harley-Davidson). Time, 10:12⅖.

Australian pursuit, stock, 30½ inch class—Won by Parks (Indian); second, Clarkson (R-S); third, Cody (Harley-Davidson). Time, 9:45.

Twelve mile professional, 30½ inch class—Won by Swett (Thor); second, Mitchell (Thor); third, Alberts (Harley-Davidson). Time, 15:44⅕.

What Difference Four Years Will Make.

Earle Ovington, the aviator, formerly president of the F. A. M., and head of a New York motorcycle establishment, landed from his monoplane in Narragansett Park, Providence, R. I., on Labor Day, in the course of a flight which netted him a $10,000 prize. This event, of course, has no more than passing significance for the average man, but to those familiar with Ovington's motorcycle career, the occasion well serves to recall an incident in which the names of Ovington and Providence are closely intermingled. It was during the F. A. M. meet in Providence in August, 1907, that the same Ovington, who received the plaudits of thousands of Rhode Islanders on Labor Day last, was a conspicuous figure in the national hill climb on Francis st.eet, as he buzzed up the incline on his machine, wearing a torn and tattered shirt, which exposed a bleeding and lacerated breast, sustained in a fall in a previous trial. It indeed would be interesting to know how many, if any, of the multitude who cheered him on Labor Day, in Providence, remembered him as the picturesque and tattered motorcyclist who shed his blood for that cause in that same city four years ago.

Illinois Heads August F. A. M. Report.

Five hundred and ninety-two new F. A. M. members gained for the month of August is the healthy and prosperous report issued by Secretary Gibson. Ohio led the country by contributing 135 recruits, and the other states in the order of gain are as follows: Illinois, 76; New York, 44; Colorado, 40; Minnesota, 35; Wisconsin, 32; Pennsylvania, 28; Indiana, 24; Texas, 20; Arkansas, 18; California, 18; Alabama, 17; Iowa, 14; Massachusetts, 12; Maryland, 11; Florida, 9; New Jersey, 8; Connecticut, 7; Michigan, 7; Kansas, 7; Rhode Island, 5; District of Columbia, 5; Washington, 5; Kentucky, 3; Nebraska, 3; South Carolina, 2; New Hampshire, 1; Georgia, 1; Missouri, 1; South Dakota, 1; Arizona, 1; Montana, 1; Oregon, 1. Total, 592.

Renewals by districts—Lake, 49; Atlantic, 44; Central, 21; New England, 10; Gulf, 4; Southwestern, 3; Peninsula, 2; Pacific, 1.

New members by districts:

District.	Affiliated.	Unaffiliated.	
New England	10	14	
Atlantic	68	28	
Peninsula	23	6	
Gulf	37	4	
Lake	169	106	
Central	56	4	
Southwestern	51	8	
Pacific	7	1	
Total	421	171	592

25,000 SEE WASHINGTON RACES

"Happy Days" Pitman Rules With Iron Hand and Riots Are Averted—Mangold Wins the Feature Number.

Twenty-five thousand people saw some of the keenest motorcycle racing ever staged in Washington, D. C., at Bennings track, on Labor Day, under the auspices of the local Central Labor Union. Neck and neck riding was the rule, and while no world's records were broken, the battles were overflowing with exciting moments. M. E. Mangold, on an Indian, won the feature number, the 25 mile open, while G. W. Beall bagged the 15 mile open.

In the novice event no winners were announced and awards are held up pending a ruling on two machines, an Indian and Thor, which were stripped and alleged to be ineligible for that class. They were allowed to start under protest. An added event was the 10 mile stock race, which was won by Dedge, on an Indian.

Had a meteor dropped out of the sky onto the track, no greater consternation and surprise could have overtaken the riders, officials and spectators in general than the energetic way in which the meet was conducted. The amazement was accelerated by reason of the fact that for the past three years Washington races have been run by the riders as they pleased, particularly a clique which had the officials scared blue by intimidation, and the latter dared not assert their authority. On Labor Day the same chaos and disorder appeared early and it seemed as if old scenes would be repeated, but at the first sign of rebellion the riot act was read to the disturbers, the mounted police were called to escort them off the track, and a sort of martial law prevailed until the officials got the upper hand on the riders. Then things went smoothly. The rebellious spirits were subdued by Referee "Happy Days" Pitman, of New York, who was warmly congratulated on accomplishing something which had seemed impossible. Summary:

Three mile novice, 30½ inch class—Order of finish, first, William Feuerstein (Indian); second, William Denham (Emblem); third, R. K. Marsh (Indian). Time, 3:55.

Five mile, private owner, 30½ inch class—Won by H. M. Gault (Indian); second, W. H. Feuerstein (Indian); third, T. R. Dedge (Indian). Time, 6:15.

Ten mile open, 30½ inch class—Won by W. H. Denham (Merkel); second, F. Tiemeyer (Indian); third, W. H. Feuerstein (Indian). Time, 12:25.

Fifteen mile open, 61 inch class—Won by G. W. Beall (Thor); second, G. W. Heins (Indian); third, M. E. Mangold (Indian). Time, 17:18.

Ten mile stock, 30½ inch class—Won by T. R. Dedge (Indian); second, R. K. Marsh

(Indian); third, W. H. Denham (Emblem). Time, 12:56.

Twenty-five mile free-for-all—Won by M. E. Mangold (Indian); second, F. Tiemeyere (Indian); third, G. W. Beall (Thor). Time, 30:29.

Interstate Racing Circuit Formed.

What will be the nearest approach to the motorcycle racing circuit proposed early in the year by a contemporary is being projected by the Interstate Racing Association, Incorporated, of Toledo, O. The organization, as its name indicates, has for its object the promotion of motorcycle races, and its operations are not confined to its home State. Applications for sanctions have been made for race meets at the following places: Toledo, O., October 24; Bowling Green, O., October 26; Adrian, Mich., October 27, 28, 29 and 30; Fort Wayne, Ind., October 31. This will give practically a week of solid racing, with a couple of open days for traveling, and should prove attractive to those riders who like to go pot hunting. The officers of the Interstate Racing Association are as follows: William G. DeBree, president; O. J. Oberwegner, vice-president; H. H. Giese, secretary; L. S. Hillebrand, treasurer.

Fleckenstein Stars in Denver Meet,

In the closing meet of the season at the Lakeside Motordrome, Denver, Colo., on the 2d inst., Fleckenstein was the star, taking three firsts. Charles Balke made his first appearance in Denver on his new Excelsior, in an attempt against Hasha's two mile record for the track, but failed to cut it. The summaries:

Five mile open—Won by Fleckenstein; second, Renel; third, Boyd. Time, 4:00.

Two mile match, Fleckenstein vs. Cassady—Won by Fleckenstein. Time, 1:41.

Six mile open—Won by Fleckenstein; second, Renel; third, Swartz. Time, 4:52.

Two mile open—Won by Renel; second, Swartz; third, Boyd. Time, 1:39⅗.

Two mile time trial against track record of 1:27⅗—Charles Balke (Excelsior). Time, 1:28⅘.

Rock Island Club is Organized.

It is an insignificant town that does not boast of a motorcycle club nowadays. Rock Island, Ill., used to be in this category, but it recently joined the progressives, through the organization of the Rock Island Motorcycle Club with 18 members. Officers were elected as follows: W. A. Hanson, president; Otto E. Fiebig, secretary-treasurer. Among its objects are such worthy ideals as the suppression of speeding and the use of muffler cutouts in the city. Eleven members turned out for the first club run to Muscatine, Ia., on the 20th ult. Several apple orchards were sampled en route.

Riders See How Gasoline is Made.

One of the most enjoyable runs of the season took place Sunday, the 27tht ult., when the Marietta, Ohio, Motorcycle Club rode to the home of G. R. Yeomans, near Evergreen, where they were the guests at a dinner party. After dining, the motorcyclists rode to the gasoline plant of the Elston Oil Company, where they were shown the process of making gasoline from natural gas. The riders then headed for home, and upon their arriving there, lines were formed and the entire party paraded the streets, eliciting favorable comments from the spectators along the entire route.



PRESIDENT G. H. HAMILTON OF THE F. A. M. "GOING SOME" ON A FLYING MERKEL

Columbus Has Incorporated Club.

On Wednesday, the 16th inst., the Columbus, Ohio, Motorcycle Club was incorporated. The incorporators were: W. H. Snyder, Leo P. Birkenbach, P. I. Haynes, A. C. Edwards, and others. At a meeting held on Wednesday evening, August 17th, the club elected the following new officers; President, Roy Wolseifer; vice-president, Roy Knight; secretary, G. H. Bangham. At this meeting plans for a triangular endurance run were brought up. According to the plans the run will be held early in September, and the route will be from Columbus to Cleveland, to Toledo, and return to Columbus.

Dominie Mixes F. A. M. With Religion.

In addition to tending his flock the Rev. R. J. Mattingly, of Miltonvale, Kan., finds time to put in a few good licks for the cause of the F. A. M. Together with the aid of a few friends he is endeavoring to organize the motorcyclists of Cloud county into a club and have them affiliate with the F. A. M. This "go-get-'em" habit of the Kansas club boosters tickles the fancy of the chairman. He likes immensely their way of rounding up riders in any old part of the State to start a club in some particular spot, if there are not enough riders in that spot to make the job complete.

Burns Boosts F. A. M. at Beaver Falls.

G. M. Burns, Beaver Falls, Pa., a prominent dealer, reports good prospects for an F. A. M. club in that town. There are 20 riders in the town, and when he has manufactured a few more he will round them up and talk club, and particularly F. A. M. club. There is no doubt but that he will have them "corraled" in a very short time, ready for "business."

Another Club Joins F. A. M. Fold.

Like a well regulated metropolitan newspaper, Chairman Estabrook's typewriter continues to grind out its weekly grist of news concerning the F. A. M. membership work. Affiliation certificate No. 186 has been assigned to the Columbine Motorcycle Club, of Greeley, Colo. It is a 100 per cent. club and brings in 20 men.

Safety Factors in Leaf Spring Forks

Some rider recently indulged in a mild diatribe against the well known leaf-plate style of spring fork. It seems that on one occasion while riding at a moderate rate of speed he had found himself thrown violently forward to the ground. The accident was caused by the snapping of the main, or bottom, spring plate, which then let the weight of the machine down on the tire, so that the effect was the same as putting a sudden break on the front wheel.

The rider speculated as to what would have happened to him had he been traveling at 50 miles per hour instead of 15. I don't know that we can blame him for speculating on this interesting matter, for had his front spring collapsed while he was moving at so rapid a rate, the chances are that he could have tossed a coin to decide the important question of whether to summon the doctor or the undertaker; he might have needed both.

This whole matter brings up some food for thought. At least two standard American machines are equipped with the projecting leaf-plate style of spring fork, and several of the newcomers have adopted the same. Now if these springs are apt to break without warning, and send the rider spinning off into space like a man doing a high dive from an aeroplane, there must be something radically wrong somewhere. In other words, are machines fitted with this style of fork defective in one very important particular? I don't think so.

Now in the first place, no product of human brains and skill is absolutely infallible. Steel breaks, and nowhere is a highly tempered steel spring more apt to snap than on a motorcycle, where the constant jar and vibration are terrific. I have asked expert repair men about this, and they say that in some instances the metal is gradually "crystallized" by the vibration until it ultimately snaps; and they have called my attention to the appearance of the broken surface as proof of the correctness of their theory. I do not profess to be an expert along this line, but the explanation sounds reasonable at least.

The leaf type is, to my mind, the ideal spring fork, as coil springs are apt to be too stiff when new and not stiff enough after use. On the other hand, they seem to be comparatively free from the difficulty spoken of, though I have known of coil springs that persisted in breaking. My experience with the leaf type has extended over two seasons, and I am so firmly convinced of its merits that I should not care to change to any other style.

But as to broken plates. The make of machine I ride is equipped with two safety devices—one designed to prevent a plate's snapping, and the other to prevent an accident in case of a possible break. The former consists simply of a metal clip which binds the various flat springs together, making impossible the sudden separation of the plates on the rebound after striking an obstruction. I have been informed that it is this rebound which is most likely to snap the spring. The safety device proper does what it is expected to do, i. e., prevents the forks from settling down on the tire in case the bottom plate gives way. It will not last forever after the main plate has snapped, but one could probably ride several hundred miles on the safety device alone.

Now let me tell a story with a moral. A rider of my acquaintance has a motorcycle of the same make as mine, and last summer he had the identical experience as that of the man before referred to. When he examined the forks of his machine he found the two bottom plates snapped in twain, and the broken surfaces of both were badly rusted. What did that mean? Simply that he had broken the plates without realizing it and had been riding, goodness knows how long, on merely the safety device, which thus had to do work for which it was never intended.

He remembered having struck a fearful bump some weeks previous while traveling at high speed, but as the machine continued to go he had rashly neglected to look for trouble.

And what is the moral? Forsooth, 'tis as plain as a fat copper in the middle of the highway! Look over your machine carefully often and see that it is O. K.

GEORGE M. JOHNSON.

"CHARLIE" COLLIER AND HIS RECORD BREAKING MATCHLESS



C. R. Collier, the British champion, and the machine with which he established a new kilometer record of 24:52, at Brooklands, England, on August 26th. It will be noticed that the machine is fitted with full length exhaust pipes and muffler shells, as compared with the American racers, and their short pipes without mufflers. Collier's machine is not fitted with ports, these speed accelerators not being permitted on Brooklands. The machine is shown with belt drive, as it never has been fitted with any other form of drive. Collier, however, is experimenting with chains and, if results warrant it, this drive will be adopted. Collier is desirous of coming to America to ride and has left all arrangements in DeRosier's hands. Should he come over he, of course, will bring with him the machine illustrated. With a chain drive, and perhaps ports, it ought to make things interesting for anything we have at present.

Motorcycle Races Attract Large and Enthusiastic Crowds in Every Section on Labor Day.



At Richmond (Ind.) Driving Park.

Daredevil riding by Walter Shute was the feature of the motorcycle meet conducted by the Richmond (Ind.) Motorcycle Club at the Driving Park on Labor Day. Shute had a "5" Indian, which seemed to be geared just right for the track, and he sailed round the turns wide open, where the others had to shut down. As a result Shute hung up three firsts and one second. Shute "trimmed" several machines of greater power repeatedly, but when he got hooked up with Tangeman on a "7" Indian, on even terms, Tangeman's extra horsepower brought him home in front. Consequently he also participated in the prizes to the extent of two firsts and several places. He won the 25 mile open, the top liner on the bill. Another feature was the match race between two girls in harem skirts, Mabel Masters and Viola Culip. They went five miles and Mabel won amid great applause. Wonder what Chairman Thornley will say about this? Emil Weist was seriously injured by running into the inner fence. Three thousand people saw the races and got their money's worth of excitement.

The summaries:

Five mile handicap, novice—Won by Bayer (Indian); second, Meyers (Indian); third, Needham (Racycle). Time, 6:22.

Ten mile handicap, 61 inch class—Won by W. Shute (Indian); second, Tangeman (Indian); third, Baker (Indian). Time, 10:55.

Ten mile handicap, 30½ inch class—Won by Baker (Indian); second, Craighead (Harley-Davidson). Time, 12:19¾.

Ten mile handicap, 61 inch class—Won by W. Shute (Indian); second, Tangeman (Indian); third, Meyers (Indian). Time, 10:42.

Five mile, 30½ inch class, battery machines—Won by Craighead (Harley-Davidson); second, Cook (Indian); third, Smith (Excelsior). Time 6:36½.

Fifteen mile handicap, open—Won by W. Shute (Indian); second, Tangeman (Indian); third, Smith (Indian). Time, 16:57.

Five mile match, ladies—Won by Miss Mabel Masters; second, Miss Viola Culip. Time, 9:10½.

Twenty-five mile open—Won by Tangeman (Indian); second, W. Shute (Indian); third, Meyers (Indian). Time, 0:26:26½.

Mile time trials—Tangeman (Indian), time, 1:03⅘; W. Shute (Indian), 1:05⅕.

On Canton (O.) Racing Track.

Dan Willis, the Canton (O.) "bearcat," had his claws clipped close right in his home town by Harry Kissig, of Cleveland, at the motorcycle race meet conducted by the Canton Motorcycle Club on Labor Day. Kissig didn't do a thing but clean up, to the tune of six firsts out of eight numbers on the card. It is a long time since the Cantonese saw such a brand of slam-bang riding as Kissig displayed. Willis's humbling was due not so much to poor riding or a poor machine, but to numerous falls; he had four tumbles altogether, and they finally got on his nerves so that he lost form. Toward the last Kissig trimmed Willis with ease. Despite the many times that he "bit the dust" Willis always came back for more, and sustained only scratches and jolts. His escapes were marvelous. Luck was with Willis in one race, however, a 10 mile free-for-all. He had no falls and won, beating Kissig for the only time during the meet. Kissig almost caught a tartar in John Ponte, who gave him a hard tussle in the unlimited pursuit, and it required 11 miles before Ponte was disposed of. Twenty-five hundred people were present and overflowed the grand stand. The summaries:

Three mile novice, stripped stock, 30½ inch class—Won by Shaeffer (Indian); second, Amos; third, Hostettler. Time, 4:22.

Five mile free-for-all, 30½ inch class—Won by H. Kissig (Indian); second, H. Amos; third, Tracy. Time, 6:45.

Ten mile free-for-all, 30½ inch class—Won by H. Kissig (Indian); second, Tracy. Time, 13:35⅗.

Five mile, stripped stock, 30½ inch class—Won by H. Kissig (Indian); second, H. Amos; third, J. Ponte (Merkel). Time, 7:15.

Ten mile free-for-all, 30½ inch class—Won by Dan Willis (Indian); second, H. Kissig (Indian); third, J. Ponte (Merkel). Time, 13:41⅗.

Sealed time race, stripped stock 30½ inch class—Won by H. Kissig (Indian); second, J. Ponte (Merkel); third, H. Amos. Time, 8:00. Distance, 5⅛ miles.

Five mile free-for-all, 30½ inch class—Won by H. Kissig (Indian); second, J. Ponte (Merkel); third, Tracy. Time, 6:58.

Unlimited pursuit, stripped stock, 30½ inch class—Won by H. Kissig (Indian). Distance, 11 miles. Time, 16:00.

In Vandiver Park at Montgomery.

To use a bit of slang, it was a case of the "strong lungers working for the weak ones," at Montgomery, Ala., on the 26th ult., when a series of amateur motorcycle races were held at Vandiver Park for the benefit of the Anti-Tuberculosis League. It was the first motorcycle meet ever held in Montgomery and was a big success, both financially and from a sport standpoint. M. B. Harrel was the star, winning the two feature events. A peculiar classification was employed, machines being divided into two classes, of 26 and 28 inch wheels, respectively. In the free-for-all, both classes met. Summary:

Two mile open, 28 inch class—Won by Carter (Indian); second, Harrel (Indian); third, Dedrick (Thor). Time, 2:41⅗.

Two mile open, 26 inch class—Won by Leach (R-S); second, Farror (Pope); third, Fuller (R-S). Time, 3:31.

Five mile open, 26 inch class—Won by Farror (Pope); second, Fuller (R-S). Time, 10:24.

Five mile open, 28 inch class—Won by Harrel (Indian); second, Dedrick (Thor); third, Farror (Harley-Davidson). Time, 6:55⅗.

Five mile cup race, mixed—Won by Harrel (Indian); second, Dedrick (Thor); third, Owen (Indian). Time, 8:38.

Five mile free-for-all—Won by Farror (Harley-Davidson); second, Alexander (Excelsior); third, Owen (Merkel). Time, 7:06⅗.

Peoria (Ill.) Sees Good Sport.

While Paul Gott won the most races, four in all, at the motorcycle race meet at Peoria, Ill., on Labor Day, Joseph DeSalvo, of Chicago, who won three, overshadowed Gott because his victories were scored in more important events. DeSalvo captured the 10 mile free-for-all, and Gott's best win was the club championship. E. Gutsche also figured prominently in the winner's class, taking two firsts. The riding of DeSalvo and Gott was one of the spectacular features of the meet. Twelve hundred people were present. DeSalvo also broke the

local track record for a mile, his time being 58⅗ seconds.

The summaries:

Two mile novice—Won by J. Plattner (Indian); second, W. Reiker (Excelsior); third, F. Duffe (Harley-Davidson). Time, 2:37⅕.

Five mile, private owner, 30½ inch class—Won by E. Gutsche (Excelsior); second, J. Plattner (Indian). Time, 5:29⅘.

Three mile novelty—Won by E. Gutsche (Excelsior); second, F. J. Faust (Excelsior); third, J. Plattner (Indian). Time, 5:37⅗.

Ten mile, free-for-all—Won by J. DeSalvo (Excelsior); second, F. Napolatine (Indian); third, P. Gott (Harley-Davidson). Time, 10:47⅗.

Five mile, 60 inch class—Won by J. DeSalvo (Excelsior); second, F. Napolatine (Indian); third, P. Gott (Harley-Davidson). Time, 5:24⅕.

Five mile open, 30½ inch class—Won by P. Gott (Harley-Davidson); second, R. Donatt (Harley-Davidson); third, J. Plattner (Indian). Time, 5:51.

Three mile open, 30½ inch class—Won by P. Gott (Harley-Davidson); second, J. Plattner (Indian); third, R. Donatt (Harley-Davidson). Time 3:24⅗.

Ten mile handicap—Won by P. Gott (Harley-Davidson); second, W. Rieker (Excelsior); third, E. Gutche (Excelsior). Time, 12:36.

Three mile club championship—Won by P. Gott (Harley-Davidson); second, W. Rieker (Excelsior); third, J. Plattner (Indian). Time, 3:21⅗.

Five mile open—Won by J. DeSalvo (Excelsior); second, P. Gott (Harley-Davidson); third, F. Napolatine (Indian). Time, 5:11.

Three mile consolation—Won by E. R. Voss (Excelsior); second, F. J. Faust (Excelsior); third, E. Spurck (Harley-Davidson). Time, 4:04⅘.

Evansville (Ind.) Also Has a Meet.

John Sink, of Indianapolis, whose versatility in motorcycles finds variable outlets as a dealer, promoter, racer and in other ways as the whim seizes him, put on his racing togs and rambled down to Evansville on Labor Day to cut a few speed capers under the auspices of the—say it slowly lest you trip—Intersouthern Autocycle Racing Association at the Fair Grounds. There were other good foemen there, too, but Sink managed to dispose of them, and "plant" the five and 25 mile races, which was just twice as many as anyone else could plant. However, among those who scored once were Nobel Shepherd, a visitor from Kokomo; Harry Reissinger and Mikail Schaefer.

The summaries:

Three miles—Won by Harry Reissinger (Excelsior); second, Mikail Schaefer (Excelsior); third, Clarence Mesker (Excelsior). Time, 4:52.

Ten miles—Won by Nobel Shepherd (Merkel); second, M. Schaefer (Excelsior); third, Fred Kiechle (Harley-Davidson). Time, 15:34:25.

Five miles—Won by John Sink (Thor); second, M. Schaefer (Excelsior); third, H. Reissinger (Merkel). Time 7:16:25.

Thirty minute stock—Won by M. Schaefer (Excelsior); second, Nobel Shepherd (Merkel). Distance, 19½ miles.

Twenty-five miles, free-for-all—Won by John Sink (Thor); second, M. Schaefer (Excelsior); third, Nobel Shepherd (Merkel). Time, 37:45.

Mixed Meet at Baltimore, Md.

Electric Park, Baltimore, Md., Sept. 4.—Under the auspices of the Fulton Motorcycle Club the mixed meet here to-day was productive of exciting finishes and excellent riding, all the events being hotly contested.

The summaries:

Two mile motorcycle, novice, stock 30.50 class—Won by George Rogers (R-S); second, A. W. Rupp (R-S); third, Wm. Logan, Jr. (R-S). Time, 3:33.

One mile bicycle, open—Won by E. R. Boehm (L. W.); second, Lyell Bossom (L. W.); third, W. W. Shaw (C. C. U. C.). Time, 2:39.

Five mile motorcycle, open, 30.50 class—Won by Clayton Sandruck (Excelsior); second, Frank Sandruck (Merkel); third, George Rogers (R-S). Time, 6:49.

Two mile bicycle, handicap—Won by E. R. Boehm (scratch); second, Lyell Bossom (10); third, W. W. Shaw (10); fourth, John Kelly (125, C. C. U. C.); fifth, J. McNally (150, Lafayette Wheelmen). Time, 5:01.

Five mile motorcycle, handicap, stock, 50 cubic inch limit—Won by Irvin Sandruck (Merkel); second, J. Hepbron (R-S); third, W. Southard (R-S). Time, 6:40.

Three Events at Elmira (N. Y.) Sports.

Sandwiched in an athletic program, motorcycle races proved the star attraction at the Labor Day sports carnival of the Elmira (N. Y.) Y. M. C. A., at the Maple Avenue Park. Three events were run and each produced a different winner. The five mile race was the best of the series, the winner being in doubt to the very last, when Forsythe crept past Fields and crossed the line first by inches. Fields had the consolation of turning the tables on Forsythe in the 10 mile race. Peters had a runaway in the three mile race. The summaries:

Ten mile open—Won by L. Fields; second, B. Forsythe; third, L. Peters. Time, 15:43.

Five mile open—Won by B. Forsythe; second, L. Fields; third, L. Peters. Time, 8:00.

Three mile open—Won by L. Peters. Time, 4:46.

Pothunters Fail at Marion, Ind.

Pothunters who went to Marion, Ind., on Labor Day expecting to make an easy cleanup at the motorcycle meet of the Marion Motorcycle Club at the Driving Park half mile track did not have easy pickings. They found the local boys quite lively Tartars and as a result the choicest prizes stayed at home. Among the visitors were Erwin Baker and Thurman Constable. Now this pair always have a few scores to settle and naturally they took advantage of the occasion and the opportunity which offered. The result of their embraces was that Baker trimmed Constable in two matches at five and ten miles. On the other hand, G. C. Harwood, the chief hope of the local riders, saved the day for them by winning the big events, the half hour race and the Grant county championship, and for good measure, the novelty. The 30 minute speed scramble was a lively one, and if a flat tire had not slowed McGovern in the last two miles he might have won. Harwood beat him by 250 feet. In the time trials Constable was fastest, with Baker second best. While making a second trial Baker fell, but was unhurt. Twenty-five hundred people were present. The summaries:

Ten mile match, E. G. Baker (Indian) vs. Thurman Constable (Harley-Davidson)—Won by Baker. Time, 12:55.

Five mile match, Baker vs. Constable—Won by Baker. Time, 6:29.

Mile time trials—Constable (Harley-Davidson), time, 1:15¾; G. C. Harwood (Indian), 1:16; E. G. Baker (Indian), 1:16⅗; A. C. McGovern (Indian), 1:17⅗.

Five mile, private owner—Won by H. Caldwell (Harley-Davidson); second, D. Humphries; third, E. Creviston. Time, 7:23½.

Ten mile, stripped stock—Won by A. C. McGovern (Indian); second, H. Caldwell (Harley-Davidson); third, L. Meyer. Time, 13:09⅗.

Half hour free-for-all—Won by G. C. Harwood (Indian), distance, 22¼ miles; second, A. C. McGovern (Indian), 22⅕ miles; third, Carl Miles, 21⅘ miles; fourth, T. Constable (Harley-Davidson), 21⅗ miles.

Five mile Grant county championship—Won by G. C. Harwood (Indian); second, Carl Miles; third, Ray Creviston. Time, 6:40.

Modesto (Cal.) Sees Two Accidents.

Finishing three minutes ahead of the second man, O. W. Johnson, on an Excelsior, won the 50 mile motorcycle road race, held at Modesto, Cal., on the 25th ult. The winner's time was 1:15:00. The others who finished and their times were as follows: Second, Earl Snider (Thor), time, 1:18:00; third, Harry Medlicott (Indian), 1:19:15; fourth, L. Jessup (Thor), 1:22:25; fifth, H. G. Ellis (Pierce), 1:26:15. Earl Holdridge, while leading the field by eight minutes, was retired by a seized engine. George Schuman skidded into a telegraph pole and smashed his machine, and M. Froling put his mount out of business by hitting a railroad crossing at high speed. Neither of the riders sustained serious injuries, escaping with a few bruises.

Labor Day Cycle Parade Proves Huge Success

New York's Cyclists and Motorcyclists Respond to the Call and Save Coney Island Cycle Path by Splendid Turnout—Fair Sex Takes Prominent Part—Enthusiasm Along the Route—Prizes Won and Awards Made.

Rolling up a mighty wave of protest in the largest turnout of bicycles in many a day anywhere, nearly 5,000 wheelmen of Greater New York gave ample evidence on Labor Day, Monday last, of their desire to retain the use of their cherished Coney Island Cycle Path. And most productive of results was the parade. First and foremest was the expression of His Honor's opinion by President Alfred E. Steers, of the Borough of Brooklyn, when he said unqualifiedly: "If I were elected Mayor of New York City my first official action would be to abolish the speedway from the Ocean Parkway. I have seen enough to-day to convince me that it is a monumental blunder. The Cycle Path will stay. There is little danger that it will be removed."

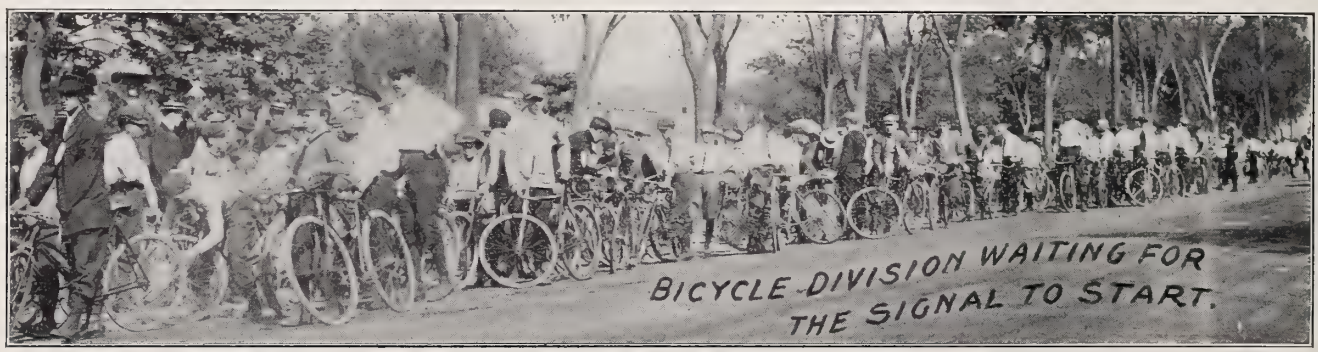
Another and most significant result was the effect produced upon the hundreds of thousands who viewed the event. The greatest possible amount of interest was shown. Everywhere along the line of progress was expressed the most favorable comment; not once was heard a word of ridicule or a derogatory remark concerning wheels; a decided improvement in public opinion towards the once much maligned bicycle.

With but three short weeks from the time that the first alarm was sounded by Mr. William Wallace Davis that the proposition was being considered by politicians to absorb the cycle path in the speedway until the day of the demonstration those who took up the movement with its proposed parade and carried it through to such a highly successful finish never let up an instant. Organizing the Greater New York Cyclists' Association, which, let us hope for the good of the sport, is just beginning a useful career with this auspicous opening, sending broadcast columns of newspaper notices, postcards, hand bills and show cards, and calling on followers of cycling to rally for the defense of the path, was no easy task and meant work night and day for many.

And most loyally did they respond. Old and young, the grizzled club member of the early days, whose donation had been contributed to build this greatest cycling concourse, the younger generation who is already of an age to appreciate the beauty of the path and the benefits to be derived by him by its maintainance for his use. All devotees of the sport were there, from every walk of life; the business and professional man, who often has use for the path for an hour's recreation, the working man, to whom it is a boon at the week end, and the schoolboy and school girl, who have learned the joys of cycling from parents, who, in many instances, were sponsors for and most active members of the many cycling clubs of the early nineties, and the Brooklyn Good Roads Association, to whose efforts all wheelmen are indebted for the superb highway to the sea.

Weather conditions were ideal. The handling of the traffic as a whole by the police was perfect. The path surface had been put in the pink of condition by order apparently from the Park Commissioner's office. Everybody was enthusiastic; President Steers was particularly interested in every detail; the motorcycle division apparently appealing most strongly to him, especially the tandem teams—mixed pairs emphatically so. In making the awards of the prizes offered for the various classes, President Steers as chief judge displayed an attention to detail and an appreciativeness of all requirements necessary that at once assured those participating of careful, and as far as is humanly possible in such events, a just decision for all.

Promptly at 1:30 p. m. the Manhattan division, consisting of 300 riders, under command of Captain Sylvan Segal, of the Century Road Club Association, left Columbus Circle at Fifty-ninth street and Broadway and proceeded to the rendezvous of the main body of the parade at Bedford Rest, Bedford avenue and Eastern Parkway, Brooklyn. As early as 1 o'clock wheelmen and spectators had begun to congregate at the Rest, and from then until the time announced for assembly a steady stream of both poured in from all directions. By 2:30 p. m. fully 15,000 persons lined the Parkway from Bedford avenue to the Park Plaza.



By this time the paraders had increased beyond all expectations of the promoters, with the result that it was found necessary to call for volunteer marshal's aids to assist those appointed in the work of formation. It was then only with the assistance of the bicycle police that the line of march was assembled and started on the way to Coney Island at 3:15 p. m.

An escort of 12 police in charge of Lieut. Anthony L. Howe headed the line, followed by Grand Marshal Major J. A. Hall and the motorcycle division, with Dr. J. P. Thornley as division marshal. Four hundred and thirty-nine motorcycle riders were in line, among the clubs being the Linden Motorcycle Club, the Marsh Motorcycle Club, Invincibles, Yale Motorcycle Club, Indian Motorcycle Club and Brooklyn Motorcycle Club, as well as many other delegations. Then followed the unattached divisions. The Atlas Bicycle Club of Brooklyn, the Greater City's youngest cycling organization, had the right of line in the bicycling division, under Division Marshal W. R. Stroud, by reason of having the largest turnout of pedal mounts. It was preceded by M. S. Walters, pacemaker, and T. M. Raulein, division leader. Immediately following them was the ladies' division, with 25 in line.

The Century Road Club Association was next in line, led by D. M. Adee, president of that organization. The Century Road Club of America followed, and in order were the Manhattan Wheelmen, Empire City Wheelmen, Lind Junior Cyclers, New England Wheelmen, New Utrecht Wheelmen, Gotham Wheelmen, Harlem Wheelmen, and the Rosedale Cycle Club. Altogether 4,268 bicycles were in line, the great majority belonging it is true to the grand army of unattached, but nevertheless just as earnest in their protest against the confiscation of the Cycle Path.

Once under way the line extended for a distance of three miles, and required half an hour to pass the reviewing officials stationed in motor cars first in the Park Plaza and again on the path midway to Coney Island. After the parade had been reviewed in motion the second time a halt was called and a walking inspection of the line and costumes of the fancy dress contestants was performed by the judges. Twenty-two prizes in all were awarded in this class. Prizes were also awarded the bicycle club having the largest number of members in line, to the bicycle club making the most attractive appearance and to the motorcycle club having the largest and best appearing turnout, respectively. After inspection the command "Forward" was given by the grand marshal and the procession continued on to the Coney Island terminal at Luna Park.

There was an extraordinarily large entry in the fancy dress class, there being many and varied schemes of decorating employed, making the judging close and difficult. The grand prize was awarded to Louis Longstreet Koelsch, of Brooklyn, for the best decorated wheel in the entire parade. Another entry that caused universal comment was the "side-by-side" English built mount ridden by A. H. Schwalbach and Andrew Wilson, Jr. The riders were dressed in dark blue coats, white trousers and white hats, with purple hose and ties. Needless to say they were immediately dubbed "the heavenly twins." Other ribbon winners in the bicycle division were Miss Eva M. Bindrim, Miss Rena Hopkins and Miss Edith R. Schwalbach. The latter was attired entirely in white and wore one of the original sashes of the Brooklyn Good Roads Association used at the first parade upon the opening of the path. James T. Miller on a full nickel plated Columbia "ordinary" of 1892 attracted much attention, many of the younger generation never having seen this style of mount. There were also five other ordinaries in line, together with a Pony Star safety, ridden by "Uncle Sam." A commendable stand taken by the judges was the ruling out of so-called comic costumes from the competition, two riders having appeared attired in near-humorous outfits.

The motorcycle division, under Division Marshal Thornley, in alignment, equipment and appearance in every detail, presented a most gratifying turnout. Their neat, olive drab uniforms, brightly polished machines and quietly running motors, under strict orders banning muffler cut outs, going far to counteract the public prejudice too often heard expressed towards this useful and most lively younger brother of the bicycle. Motor tandem teams especially called forth unstinted praise from all the onlookers. Among the pairs participating and who were the winners of awards were Dr. and Mrs. Gainfort, Mr. and Mrs. H. Junger, Mr. and Mrs. H. Cordes, Mr. and Mrs. W. Erheh, Miss Ethel Palmer, Messrs. O. Besan, F. J. Boxall, Mr. and Mrs. H. Savary and Mr. and Mrs. O'Donnell.

A most remarkable feature, considering the fact that Monday's event was the very first motorcycle parade ever held in New York and that no bicycle parade had been held in years, was the alignment and strict observance of orders by all the participants after the line of march was once under way. Regarding general appearance the Atlas Bicycle Club of Brooklyn, in white hats and shirts with black ties and cycle knickerbockers, presented by far the most attractive formation. The Eastern division of the Century Road Club Association also created a most favorable impression. In comparison with others in line the members of this club were undoubtedly in a class by themselves as veterans. Most noteworthy among them being President D. M. Addee, of the association, also president of the National Cycling Association. Mr. Adee is yet seriously ill and got up from a sick bed to take part in the parade against physicians' orders, stating that no consideration other than love of the sport and loyalty to the wheel and its interests could have induced him to take the attendant risk.

Leading the unattached division was the senior squad of the unaffiliated, numbering 28 and averaging 57 years of age, under command of William Wallace Davis as marshal's aid. Mr. Davis is a consistent and very enthusiastic cyclist, and it was due entirely to his initiative that the parade in demonstration against the proposed taking away of the path was proposed and promoted.

That the results of the efforts of all concerned give promise of having far-reaching effects is evidenced by a letter from Borough President Alfred E. Steers to the chairman of the Parade Committee, Mr. J. A. Hall. Mr. Steers says, under date of September 6, 1911: * * * "Wish to assure you that I consider the parade of the cycle men last Monday as in every way successful. It was a remarkable sight to see so many wheelmen in parade, and I must confess that I was surprised to find that the bicycle is still so popular.

"It seems to me a parade of this kind ought to be held at least once a year. While it is probably true that what was known as the 'bicycle craze' has passed, yet it seems to me that the industry of the bicycle and motorcycle is now on a more secure footing, being used largely by those who cannot afford automobiles and who find in the bicycle or motorcycle both a means of recreation and often a saving in expense of carfare." A suggestion well worthy of earnest consideration.

The prizes awarded will be delivered to the winners on Monday, the 11th inst., at an open meeting of the Greater New York Cyclists' Association, at Avon Hall, Bedford avenue and Halsey street, Brooklyn. To the club presenting the best appearance and having the largest turnout, the Atlas Bicycle Club of Brooklyn, will be given one of the two Luna Park cups, donated by the manager, Mr. Fred Thompson. The other Luna Park cup was awarded to the Century Road Club Association for having the largest number of members in line. The Linden Motorcycle Club of Brooklyn was awarded the U. and H. master magneto for motorcycles, donated by the J. S. Bretz Co., for the club in that division having the largest number of members in line. The grand prize for decorated bicycles, won by Louis Koelsch, is a handsome silver loving cup presented by the Pope Mfg. Co. Various articles of bicycle sundries consisting of tires, lamps, etc., will be presented to the remaining ribbon holders.

In connection with the distribution of the prizes at Avon Hall there may be some significance in the fact that in this hall sixteen years ago was held the first meeting of cyclists to organize the agitation started to provide ways and means of building the path and then was started the first subscription by the Brooklyn Daily Eagle, which eventually resulted in the famous path being constructed and opened. The Brooklyn Daily Eagle donated the badges used by the rank and file on the occasion of the parade celebrating the opening of the path and also furnished entirely, free of charge, the badges for Labor Day.

At the open meeting held at Avon Hall Friday, the 1st inst., when final arrangements were made and grand marshal's orders were issued, several contributions and donations in addition to those previously announced were received. The various necessary permits were read and the line of march as described in the permit issued by Secretary Thomas F. O'Reilly, of Park Commissioner Kennedy's office, was described as follows: Form at Eastern Parkway and Bedford avenue, to Park Plaza, to Cycle Path, to Flatbush avenue (amended by letter to read to Cycle Path down Flatbush avenue), to Parkside avenue, to the Ocean Parkway Cycle Path, to Surf avenue, to Steeplechase Park and dismiss. Subsequently, owing to the impossibility of making satisfactory arrangements with the management of the above named amusement place, the point of dismissal was located at Luna Park, the manager of the same having donated the cups as noted elsewhere in this article.

In addition to contributions of prizes, as previously acknowledged, donations were

received from Pope Mfg. Co., J. S. Bretz & Co., Luna Park, Persons Mfg. Co. and Bridgeport Brass Co. Subscriptions received to date: Previously acknowledged, $79; Pope Mfg. Co., $25; Charles E. Miller, $5; by Sylvain Segal, collections of 25 cents each from W. R. Barrett, George P. Egbert, M. Upham, W. Sherman, H. Clay Swain, R. I. Lewis, H. Hoert, E. V. L. de Boisaubin, R. A. Collins, W. M. Lahey, Fred R. Gentes, George A. Ball, H. W. Endt, V. Marrache, Sylvain Segal, George Bieregal, Benjamin Golden, W. M. Rehberger, A. Galston, H. S. Brandt, E. W. Burnett and C. M. McBirney. Total, $5.50. Grand total, $114.50.

Clark Leads Kramer in Quarter Mile.

Jackie Clark and Joe Fogler led Champion Kramer in that order over the tape at the Newark Velodrome on the 4th ult. in the quarter-mile title race. The American team, Kramer, Fogler and Fenn, won in two straight heats one mile from the Australian team composed of Clark, Goullet and Hehir. Summary:

One half mile handicap, amateur—Won by Thomas Grimm (40); second, Frank Cavanaugh (scratch); third, Carl Ericson (20). Time, 0:57⅘.

Two mile invitation, professional—Won by Peter Drobach; second, Fred Hill; third, John Bedell; fourth, Oscar Schwab; fifth, Floyd Krebs; sixth, Jumbo Wells. Time, 4:25⅖.

One-quarter mile national championship, professional—Won by A. J. Clark; second, Joseph Fogler; third, Frank L. Kramer; fourth, Alfred Goullet. Time, 0:28⅘.

Match team race, professional, America vs. Australia—Won by American team, Kramer, Fogler and Fenn, in two straight heats. Australian team, Clark, Goullet and Hehir. First heat, time, 2:23; second heat, time 2:26.

Two mile open, amateur—Won by Frank Cavanaugh; second, Alvin Loftes; third, Frank Blatz. Time, 4:10.

Three mile handicap, professional—Won by Alf. Goullet (scratch); second, P. Hehir (60); third, Eddie Root (40); fourth, Joe Fogler (30); fifth, Menus Bedell (130); sixth, Ernie Pye (155). Time, 5:49⅖.

Wheel Tax Proposed for Joliet, Ill.

Motorcyclists and bicyclists of Joliet, Ill., may have to pay a wheel tax before long, the revenue to be devoted to maintaining the streets in good condition. The tax is a pet hobby of Mayer Allen, which was strongly opposed when first suggested, but now that there has been time for reflection the Mayor thinks that there will be less opposition, and he is going to bring the matter up again.

Many Motorcyclists in Williamsport.

Thirty-five motorcyclists of Williamsport, Pa., have taken out State licenses from the Highway Department. All motorcycles in Pennsylvania are required to be licensed.

ENTHUSIASM PREVAILS AT BERWICK

Pennsylvania Town Has First Cycle Race in Many Years and Votes it Great Success—Eight Events Took Place.

Berwick, Pa.. is the latest town to get aboard the steadily rising tide of returning interest in cycling that has been gathering strength during the past several years. On Wednesday, the 23rd ult., a full fledged track meet, with track start-and-finish road race, was promoted most successfully and created unbounded enthusiasm among the spectators, and no doubt will have most beneficent results to the sport and business locally.

The card included eight events for bicycles and a baseball game between the home team and that of Bloomsburg, Pa. The entire program was arranged and given under the auspices of the Berwick Athletic Association, Inc. The club has a stockholders' list of about 75 members, among which and on the roster of officers are found the names of many former amateur bicycle stars and record holders. J. N. Harry, a prominent business man, is president and one of the directors of the B. A. A., and was, during the late nineties, one of the Keystone State's biggest winners, and later, as manager, brought into prominence his brothers, George and Charles, together with the well known "Billy" McMichael. J. N. Harry is the chief instigator of the present revival and as secretary of the race meet proved most able in that capacity.

The first event was a 12 mile road race with a start and first mile on the track at Fowler Field, and thence to the road for eight and one-half miles, with the final two and one-half miles and finishing sprint on the track. Twelve entries were received and all started. The riders were pushed off from flat start, no handicaps being given. At the first turn after leaving the track C. H. Evans led, with G. A. Frantz and Laurine Martin following closely in that order. An eighth of a mile separated them from the pack in the rear. At the second turn Martin had worked into the lead, while Paul and George Bickel, of Sinking Springs, had meanwhile worked up from the rear and were then second and third. Between the second and third turns Martin opened a big gap, but Martin's constituents received a severe jolt when Paul Bickel passed him and led for the first half lap upon entering the track. Martin came back strong and after a game fight passed Bickel and was never headed, winning in 40:07⅖; second, Paul Bickel, time, 40:18; third, George W. Bickel; fourth, Edw. J. Brittain; fifth, Howard Remley; sixth, Lewis Bason; seventh, Chas. H. Evans; eighth, Harold Johnson. The prizes from first to seventh were, respectively, Iver-Johnson Diamond Roadster bicycle; Royal bicycle; pair Fisk 66 E. H. tires and Corbin coaster brake; pair M. & W. tires and Eclipse coaster brake; pair Kokomo Defender tires; Solar bicycle gas lamp, and siren and fountain pen.

The one mile boys' race required two preliminary heats to sift the starters down to the final, which was won after spirited contest in the excellent time of 2:41, by Clark Harry, a nephew of the illustrious trio; second, Keith Botsford; third, John Fox; fourth, Lynn Hess; fifth, John Jacoby, all of Berwick.

The winner was rewarded with a suit case and pair of puttees, most useful should he decide to follow the family trait and become a circuit chaser. Second prize, a pair of Goodrich tires and medal; third, fountain pen and medal; fourth, Flobert rifle; fifth, baseball glove.

The remaining four events consisted of one mile multiple-paced exhibitions by the former "Big Four"—Wm. McMichael, George Harry, Charles Harry and Jack Harry, and therewith was furnished an opportunity to the old time fans to again see in action and cheer for their favorites and also to recall to mind many thrilling incidents of other days. McMichael scored highest in the trials and received a diamond pin as proof that he has yet a little on the brothers three.

Jackie Clark Has an Off Day.

Frank L. Kramer won the half-mile national championship race for professionals, at the Velodrome, Newark, on the 6th inst. Jackie Clark showed poorly, finishing third to Goullet's second in the championship, and was also defeated by Goullet in their match race. Both professional and amateur handicaps were won by long markers, Jumbo Wells taking the three-mile event and McDougal the one-third mile sprint. Summary:

Two mile open, amateur—Won by Alvin Loftes; second, Frank Cavanaugh; third, Chester Smith; fourth, Gus Wohlrab. Time, 4:12. Winner of most laps, H. Cordes.

One-third mile handicap, amateur—Won by Donold MacDougall (60); second, Gus Wohlrab (20); third, S. Carmen (20). Time, 0:37⅕.

One-half mile national championship, professional—Won by Frank Kramer; second, Alf. Goullet; third, A. J. Clark; fourth, Menus Bedell. Time, 1:30⅖.

Match race, professional, Alfred Goullet vs. A. J. Clark. First heat, one mile—Won by Clark. Time, 2:19. Second heat, one mile—Won by Goullet. Time, 3:03⅗. Third heat, one mile—Won by Goullet. Time, 2:22.

Three mile handicap, professional—Won by Jumbo Wells (170); second, William Palmer (175); third, Jacob Magin (200); fourth, P. Lawrence (140); fifth, Fred Keefe (250); sixth, Charles Stein (180).

Ten mile motor-paced race, professional—Elmer Collins, paced by Charles Turville, vs. James Moran, paced by Jimmy Hunter—Won by Collins. Time, 14:51⅗.

46,370 Prospective Harley-Davidson Buyers

SINCE the inauguration of our big advertising campaign this spring, we referred 46,370 inquiries to Harley-Davidson dealers up to September 1st. That's one of the many good reasons why dealers who took up the Harley-Davidson this year got into action so quick. But we didn't stop when the inquiry was turned over to the dealer. We followed up these prospects with strong convincing literature, until we learned the inquirer had been sold or until he was reported as a "dead one," in other words, a "catalog hunter."

Every Harley-Davidson dealer is a successful motorcycle dealer, and what is more, they have not had to wait six or eight years to establish a business before reaping legitimate profits. The Harley-Davidson's reputation is a KNOWN QUANTITY and that is their strong hold.

Down in Clayton, a little town in Indiana, our dealer sold 23 Harley-Davidsons within two months after taking up the agency and 52 up to date.

In Eaton, Ohio, our dealer has sold 9 machines in three weeks with prospects for selling as many more in the next three weeks. Incidentally not a machine of another make has been sold in Preble County in which Eaton is located, since the first Harley-Davidson put in its appearance.

In Stockton, Cal., 34 Harley-Davidsons have been sold in less than three months in a town where there was never a Harley-Davidson owned before.

In Cambridge, Wis., a live young dealer took up the agency this summer and sold 21 machines while not one machine of another make was sold there this summer.

You ask, why are these almost immediate successes possible? Simply because the Harley-Davidson is designed right, and built right, and because the Harley-Davidson sales and advertising organization exists for the sole purpose of helping its dealers to sell more Harley-Davidsons.

HARLEY-DAVIDSON MOTOR COMPANY

991 L Street **Milwaukee, Wis.**

GEORGET WINS FRENCH CLASSIC

Rides From Paris to Brest and Return in 50 Hours—Lapize Is Second—"Tourist" Winner Disqualified.

The third great French road race from Paris to Brest and return, a distance of 1,196 kilometers, or 717 miles, has come and gone, and the minds of the French cycling fans have become normal once more. The race undoubtedly is the most important road event in the world, and it loses nothing by the fact that it is only held once every ten years, in the first year of every new decade. In this year's struggle for premier honors Emile Georget, the famous pace follower and long-distance track rider, triumphed, with Pierre Lapize, a hardly less famous "stayer" of world renown, romping home second, 21 minutes behind the victor. Georget not only won the race, but broke the former record of 52 hours 11 minutes by 1 hour and 58 minutes, covering the 717 miles in 50:13, or at an average speed of 14:76 miles per hour, including road stops.

The race first was promoted in 1891 by the Petit Journal and L'Auto of Paris, with the assistance of several of the larger manufacturing firms. The winner in 1891 was Ch. Terront, who covered the distance in 71:35, and who acted as starter in this year's race. In 1901 the time was cut down to 52:11, which was sufficient for Maurice Garin to cover the long distance. That Georget succeeded in bettering this time by practically two hours is considered nothing less than marvelous, on account of the poor condition of the roads leading to Brest when compared with their state in 1901, when they had just been overhauled and placed in first-class shape for a road race. The riders this year had to contend with mud and dust alternately, and the great heat during the middle of the day caused a number to give up in exhaustion.

Fully 148 riders lined up for the start on August 25th, divided into two classes, the fast and the slow divisons—or as the French called them "speed category" and "tourist category." Seventeen speedsters were entered in the former, including the best-known road riders of the world, such as Georget, Lapize, Brocco, Lafourcade, Faber, Dupont, Albini and others of lesser fame; while 131 "tourists" tried for honors in the "slow" division. Heusgen, the winner of this division, was disqualified by the referee for taking pace from Lafourcade, one of the speeders. Evidence submitted to the judges proved that Heusgen had hugged the wheel of Lafourcade for a distance of nearly 80 miles, thereby outdistancing his "tourist" competitors.

The promoting of the race by the two great French newspapers has had one result which was hardly expected by them. It has precipitated a heated war with the Union Velocipedique de France—the ruling French sporting body. It is now hinted at that in the future big road races are only to be promoted either by the U. V. F. itself or under its supervision and sanction—a matter to which the Petit Journal and Auto did not pay much attention.

Two Clubs Tied for Berg Trophy.

For the second time the New Century Wheelmen of San Francisco won the annual 50 mile relay race for the Berg trophy cup in that city on the 27th ult. After the second relay the race was practically a runaway for the winners. The man up for the Garden City Wheelmen of San Jose received a puncture, putting him out of the running, and the Acme Wheelmen (Oakland) representative taking a tumble, thus giving the New Century team a lead of a full lap in the third relay. They were never headed from then on. By this win the New Centuries are tied with the Garden Cities, with two wins each, three being necessary for the permanent ownership of the cup. The summaries:

First relay—Won by Bush (N. C.), time, 26:58; second, B. Clark (Acme), time, 26:58⅕; third, E. Erick (G. C.), time, 27:29; Second relay—Won by E. Costello (N. C.), time, 2:11; second, C. Trulson (G. C.), time, 22:15; third, R. Martin (Acme), time, 22:15⅕. Third relay—Won by H. Hammitt (N. C.), time, 22:22; second, E. Goodes (Acme), time, 23:19⅕; third, R. Brown (G. C.), time, 23:19⅗. Fourth relay—Won by G. Knabenshue (N. C.), time, 29:33; second, W. Walther (G. C.), time, 30:24; third, E. Rausher (Acme), time, 30:24⅕. Fifth relay—Won by A. Sangalli (N. C.), time, 21:42; second, B. Hartwell (Acme), time, 21:43; third, N. Eisentrout (G. C.), time 21:43⅕. Sixth relay—Won by A. Born (N. C.), time, 23:01; second, Hoffmann (Acme), time, 24:40; third, Baxter (G. C.), time, 36:00.

Crowding Spoiled Haberle's Chances.

Plainfield, N. J., Sept. 4.—City and county championships changed hands here to-day, although the times, 3:43 and 3:18, respectively, established in last year's events, when he won the titles, remain to the credit of Percy Haberle. The former holder was unplaced in the race to-day for the city title and lost whatever chance he had in the county event through the crowding attendant to an exceptionally close finish in the rush for the tape. Smith, Bird and Jones got through safe, but Haberle went down for the count. The summaries:

One mile, city championship—Won by G. Jones; second, W. Drake; third, E. S. Bird. Time, 4:47.

One mile county championship—Won by T. Smith; second, E. S. Bird; third, G. Jones. Time, 3:20.

Five mile motor paced match race, Gifford Jones, paced by Jack Horner, vs. William Drake, paced by C. A. Geddes—Won by Jones. Time, 12:00. Drake's time, 13:00⅕.

CLARKE TOO FAST BEHIND PACE

And Champion Kramer Loses Mile Match—Five Mile Event Protested by Clark—Ericson Wins Amateur Victory.

With tandem pace until one lap to go in their one mile match at the Newark Velodrome on the 3d ult,, before 9,000 spectators, Clark carried Kramer so fast in the final lap that the champion was unable to get up on fighting terms, Clark winning by three-quarters of a length. In the five mile national championship Clarke was unable to get to the front for position and retired in the last lap, claiming that Kramer and Goullet, who finished first and second, were teamed against him. In making his protest to Referee Bardgett after the race Clark was joined by his manager, Macfarland. The latter became so vehement in his oratorical display that he was set down indefinitely by the referee.

Carl Ericson of the Empire City Wheelmen pulled down a well earned and brilliant victory in the three mile open for amateurs. Throughout the race the final place men were all conspicuous by their absence from the front of the line, due to the fight put up for the lap prize by Paul Heidrich. At two laps to go Ericson came from under cover and Loftes moved up rapidly to a position on his rear wheel. The Empire man carried the pace for two complete laps and in a sizzling sprint down the stretch had enough left to lead Loftes over the tape. The summaries:

One-third mile handicap, amateur—Won by Ray Eaton (60); second, W. Schreve (65); third, Alex. Hall (60). Time, 0:37⅗.

One-half mile handicap, professional—Won by Alf. Goullet (scratch); second, Wm. Palmer (50); third, Chas. Stein (40); fourth, Fred Keefe (75); fifth, Teddy Billington (55). Time, 0:55.

Match race, one mile, tandem pace, professional, A. J. Clark vs. F. L. Kramer—Won by Clark. Pacemakers, Halstead and Drobach. Time, 1:54⅖.

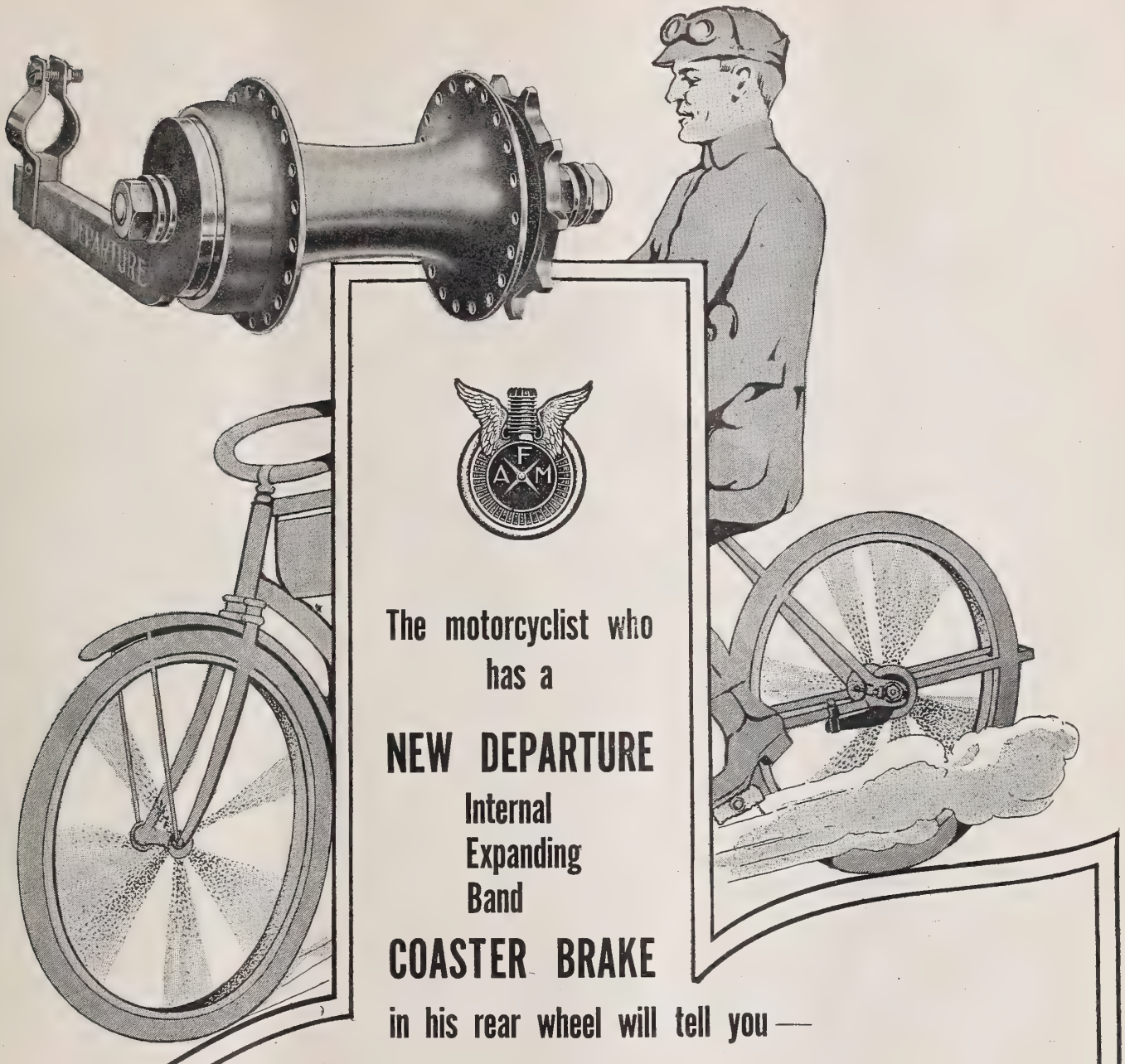
Two mile novice—Won by Frank Kahlen; second, E. Doremus. Time, 4:55⅘.

Two mile invitation, professional—Won by M. Bedell; second, Peter Drobach; third, Percy Lawrence; fourth, W. S. Fenn; fifth, Fred Hill; sixth, Ernest Jokus. Time, 4:11.

Three mile open, amateur—Won by Carl Ericson; second, Alvin Loftes; third, Wm. Pettit; fourth, Chester Smith. Lap prize winner, Paul Heidrich. Time, 6:54⅖.

One mile invitation, professional (substituted for five mile motor race)—Won by Al Halstead; second, Walter DeMara; third, Floyd Krebs. Time, 2:13⅖.

Five mile national championship, professional—Won by Frank L. Kramer; second Alfred Goullet; third, P. O'S. Hehir; fourth, Jos. A. Fogler; fifth, E. S. Root. Time, 9:56⅕.



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Coaster Brake Licensors

LOFTES FAST ON MELROSE TRACK

Beats Champion Blatz in Special Match—Goullet Wins Ten Mile Professional—Hurlbut Lands Amateur Event.

At the first race meet held at Melrose track, Providence, R. I., this season, Alvin Loftes, who has risen so rapidly in the amateur ranks, justified the confidence of his townspeople by winning two out of three heats in his match with Amateur Champion Frank Blatz on Saturday, the 2nd inst.

Willie Turville, of Boston, who has been giving such a good account of himself this season as an amateur, met defeat in two events, in which Hurlburt, of Fall River, was winner, Turville taking a very close second in the two mile open and third from scratch to Linquist (8) second in the three-quarter mile handicap.

Goullet won the professional ten mile open. Kramer punctured and Clark did not ride. Fred Hill took first in the professional mile handicap, Fogler second and Gollet third.

The summaries:

Three-quarter mile handicap, amateur—Won by Hurlburt (10); second, Lindquist (8); third, W. Turville (scratch). Time, 1:37⅗.

One mile handicap, professional—Won by Fred Hill (35); second, Joe Fogler (15); third, Alf. Goullet (scratch); fourth, W. L. Mitten (50); fifth, Floyd Krebs (50); sixth, Percy Lawrence (50). Time, 1:59⅗.

Two mile invitation, professional—Won by Wm. Palmer; second, Oscar Schwab; third, Walter DeMara; fourth, Jumbo Wells; fifth, Ernest Jokus. Time, 5:20.

Two mile open, amateur—Won by Hurlburt; second, W. Turville; third, Drobach. Time, 5:27.

Match race, amateur, Alvin Loftes vs. Frank Blatz. First heat, one mile—Won by Blatz. Time, 4:10. Second heat, three-quarter mile—Won by Loftes. Time, 2:50. Third heat, one-half mile—Won by Loftes. Time, 1:12.

Ten mile open, porfessional—Won by Alf. Goullet; second, Joe Fogler; third, Floyd Krebs; fourth, Percy Lawrence; fifth, Jumbo Wells. Time, 22:10. Winner of most laps, Wm. Palmer.

Toronto Store Has Motorcycle Club.

Cycle enthusiasts employed by the T. Eaton Company, Limited, Toronto, the largest departmental store in Canada, possessing motorcycles, have formed a club to be known as the Eaton A. A. Bicycle and Motorcycle Racing Club. Officers of the club are: Honorary president, J. C. Eaton; honorary vice-presidents, H. McGee and W. J. Bowman; president, E. W. Robinson; vice-president, F. Sinkins; captain and manager of bicycle team, J. P. Laird; captain and manager of motorcycle team, Allan Todd; secretary-treasurer, Bert Dilworth. The members of the club include Staudt, of Reading-Standard fame, who is now a resident of Toronto; Harold Cole, the 16-year-old crack; Orb. Winters, Adams and other celebrities.

The Eaton company are the agents for the Reading-Standard, the Premier and the Douglas, the two latter machines being British makes. The Eaton club is in no way opposed to the Toronto Motorcycle Club, the members of the "Big Store" organization holding cards for the T. M. C. at the same time.

Lavalade Wins the French Grand Prix.

The fourth and final series of races to determine the winner of the French Grand Prix was run off at the Velodrome Buffalo, Paris, on Thursday, August 24th. In consisted in a motorpaced race over 100 kilometers, with prizes amounting to $600, $400, $200 and $100 waiting for distribution. Lavalade, splendidly paced by Pasquier, covered the distance in 1:23:42⅘; Seres, paced by Lawson, was second, 295 yds. behind; Parent, paced by Caudriller, took third, and Petard, paced by Gerard, was fourth.

On the same day the Velodrome Buffalo had its first "ladies' race" since 1899, and it proved a hummer. Four representatives of the fair sex, two of them married and two single, appeared in silk bloomers and fancy-colored shirtwaists, but put up a fine match race. Miss Helene Copejans at the bell uncorked a sprint that carried her over the tape a good two lengths in front of Mrs. Sauvage. The last 220 yards was made in 16 seconds.

Danish Grand Prix Goes to Ellegaard.

Ellegaard again proved to his many admirers that he is today, as he has been for a dozen years past, a power in sprint racing that has to be reckoned with, for he won the Grand Prix of Copenhagen on Sunday, August 20th, with an ease that was the more wonderful as his opponents were Pouchois, Hourlier, Jacquelin, Polledri, Fournous and others famous for their speed. In order to win the prize he had to ride four heats, the points deciding the winner. He crossed first over the tape in all four heats, winning with a wide margin over Hourlier and Jacquelin. His present capture of the Danish classic makes it the tenth time that he has been returned the winner. Walter Rutt, of Germany, won in 1908 and 1909, but in all the other years since 1899 Ellegaard was the winner.

Wiley Beats Collins on Revere Beach.

George Wiley won the one hour motorpaced race at Revere Beach, Mass., on the 4th inst., defeating Elmer Collins by a quarter of a lap and the veteran Nat Butler by two laps. Wiley rode 37 miles and 3 laps in the hour. Fred Stillman won the one mile professional open, with Harold Rollins second and W. H. Bussey third. Time, 2:12⅗.

STEINERT BEST ON HICKSVILLE ROAD

Easily Beats Old Amateur Records and Wins Two-Mile Handicap—Westervelt First in Half-Mile Event.

At the cycling carnival of the Hicksville Athletic Club, held at Hicksville, L. I., on Sunday, the 3d inst., Jerome Steinert, of the Atlas Bicycle Club, broke the quarter mile and the two mile national road records and also won the time prize in the five mile handicap. The figures for the former distance were 38 seconds, made by F. L. Valiant, at Dayton, Fla., and Steinert reduced this mark to 33⅕ seconds. The two mile record was previously 5 minutes and 7⅕ seconds, held by John B. Hawkins, and Steinert lowered this to 4 minutes 56⅕ seconds. The summaries:

Half mile novice, open to residents of Nassau county—Won by Walter Post, Roslyn; second, Francis J. McGinn, "Big Mas" C. C., Inwood. Time 1:14⅕.

Quarter mile open—Won by Jerome Steinert, Atlas Bicycle Club; second, Arthur D. Dawson, Atlas B. C.; third, R. G. Westervelt, Atlas B. C. Time, 33⅕.

Half mile handicap—Won by Ralph G. Westervelt, Atlas B. C. (15 yards); second, W. E. Miller, "Big Mac" C. C. (35 yards); third, Henry Murphy, Atlas B. C. (15 yards). Time, 1:09.

Two mile handicap—Won by Jerome Steinert, Atlas B. C. (scratch); second, Arthur D. Dawson, Atlas B. C. (75 yards); third, George Bowker, "Big Mac" C. C., Inwood (150 yards). Time, 4:56⅕.

Five mile handicap—Won by Francis J. McGinn, "Big Mac" C. C. (2 minutes); second, Paul Smith, Atlas B. C.; third, William Cullington, Atlas B. C. Time prize won by Jerome Steinert, 14:05.

Ray Duer Breaks Record on Wandamere.

Wandamere, Salt Lake City, Utah, Aug. 31.—Ray Duer succeeded in lowering his own world's record of 1:05 for the motor-paced mile here to-night by 5⅕ seconds, the new one hung up being 0:59⅘. Seymour and Ward won two straights heats of the motorcycle team race. The summaries:

Five mile match race, Ward vs. Brodbeck—First heat won by Ward, Time, 3:09. Second heat won by Ward. Time, 3:13.

Five mile team race, Seymour and Ward vs. Brodbeck and Whittler—First heat won by Seymour; second, Ward; third, Whittier; fourth, Brodbeck. Time, 3:45⅗. Second heat won by Seymour; second, Ward; third, Whittler. Time, 3:45⅕.

Six mile open, professional, class B—Won by Bernstrom; second, McNeil; third, Lund; fourth, McCall. Time, 4:48.

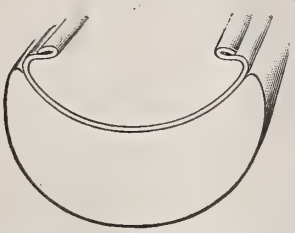
One mile motor-paced against time by Duer. Time, 0:59⅘. Former record, 1:05.

Ten mile open, professional—Won by Seymour; second, Ward; third, Whittler; fourth, Senhouse. Time, 7:39.

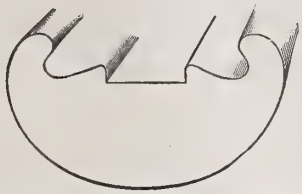
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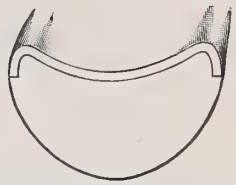
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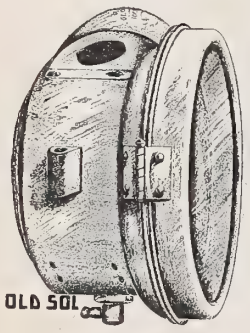
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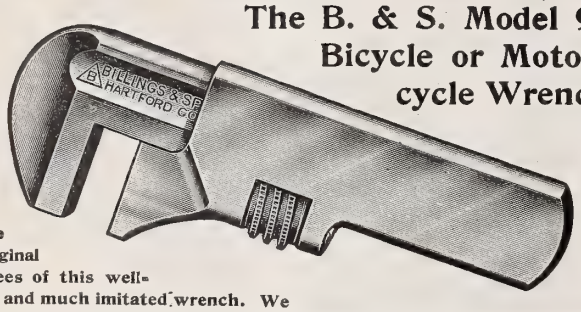
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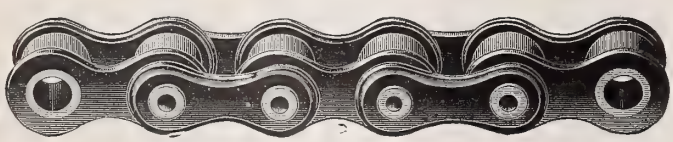
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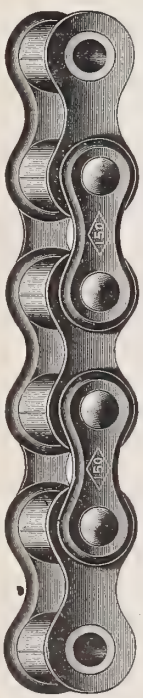
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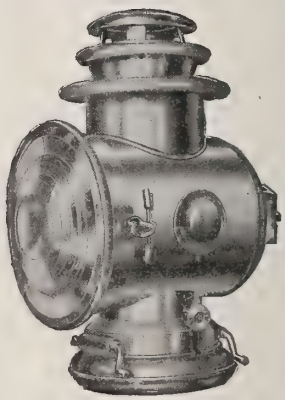
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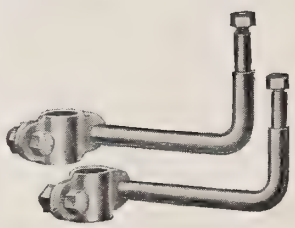
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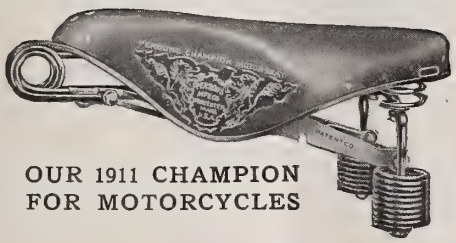
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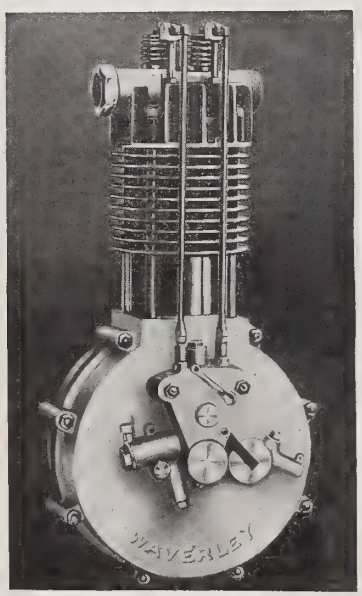
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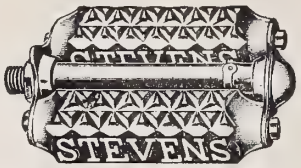
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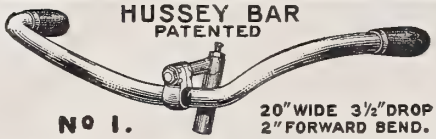
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AMERICAN MOTORCYCLE CO.
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STEVENS'
Motorcycle Pedals



Motorcycle Chain Adjusters, Pedal Rubbers, Steel Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.
ORDER THROUGH YOUR JOBBER
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HUSSEY BAR
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No 1. 20" WIDE 3½" DROP 2" FORWARD BEND.
Furnished on All Good Bicycles.
They Help You Sell.
Specify Them
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Our Catalogue is ready and will be mailed for the asking.
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Jobbers of BICYCLES and SUNDRIES
126 N. Fourth St., PHILADELPHIA

A house where the trade can get what they want in
Automobile, Motor and Bicycle SUPPLIES
when they want them, at right prices
MANUFACTURERS' SUPPLIES CO.
JOBBERS AND IMPORTERS
Cherry and Juniper Sts. PHILADELPHIA, PA.

Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



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Who? Tell Us
The STAR Ball Retainer Company
LANCASTER, PA., U. S. A.
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ANDERSON
Glass-and-Steel Spark Plugs
ANDERSON SPARK-PLUG CO.
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Our 1911 Illustrated Catalog contains descriptions and prices of all styles of LEGGINS and many new specialties that add to the style and comfort of motorcyclists. FREE ON REQUEST. Special quotations to jobbers and dealers.
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TO THE LIVE MAN interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

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154 NASSAU STREET, NEW YORK

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THOR, RACYCLE and MERKEL Motorcycles.
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F. B. WIDMAYER CO.
2304 Broadway, near 84th St. Phone, 4376 Schuyler
New York Distributors for the
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Parts for all makes, Repairs, Storage,

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All kinds motors repaired and sold.

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Expert Repairing Everything for Motoring
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Bicycle and Motorcycle Supplies.
Write for our 1911 Catalog.
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HIGH GRADE

wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

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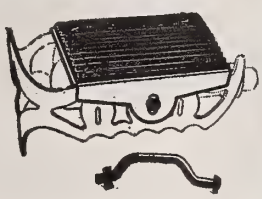
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Model "A" Merkel-Light at $150

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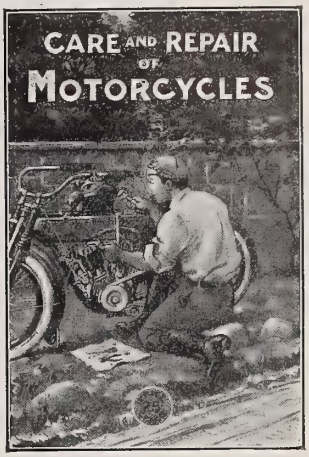


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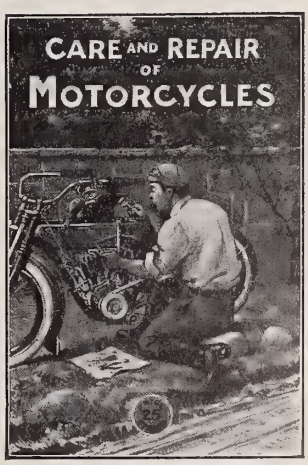
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We want every dealer to have our 1911 Catalogue and Bargain Books. Please write us on your letter head for No. 48.
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Care and Repair of Motorcycles

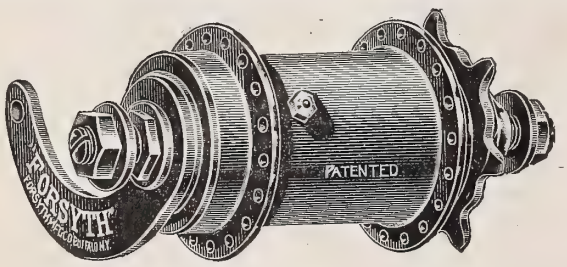
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154 Nassau St. New York



Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

A good dealer, like a good housekeeper, ought to keep in stock certain staple articles.



For instance

The Famous Forsyth Coaster Brake

This coaster brake has won its own way on its own merits and for years has given entire satisfaction to its users.

Forsyth Motorcycle Pedals

Made to stand up and do stand up.

Forsyth Specialties

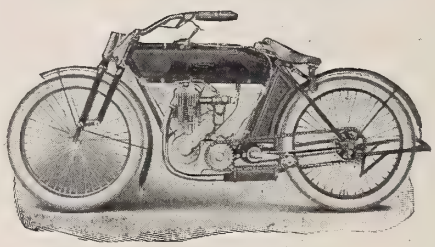
Chain Guards and All Connections.
Brake Levers and Connections.
Brakes, Wrenches and Many Other Useful Articles.

Echo All-Ways Extension Handle Bars

Fits any stem.

FORSYTH MFG. COMPANY, Buffalo, N. Y.

The Minneapolis



A Marvel of Efficiency

It can be started on sand roads, clay roads and mountainous or hilly roads. The reason is apparent. The two-speed mechanism allows the rider to start with full power of the motor at a ratio of 8 to 1 on the rear wheel.

Riders praise the Minneapolis. We have open territory for agents.

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Quality and Satisfaction

Let us estimate on your requirements for

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THE MOTT WHEEL WORKS, Utica, N. Y.

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CYCLE
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WE specialize on prompt and full shipments. Our catalog on

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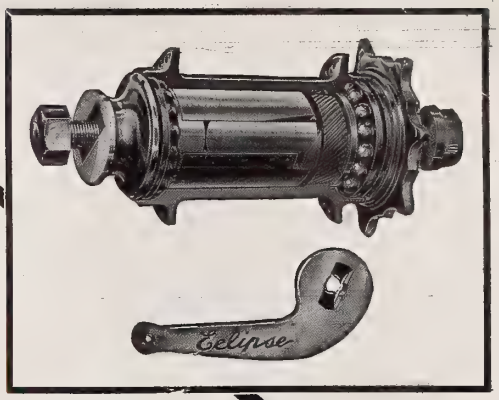
is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

Write for Catalog B

MOTOR CAR SUPPLY COMPANY
1451-1453-1455 Michigan Blvd. Chicago

THE screw, the wedge and the lever are combined in the

ECLIPSE COASTER BRAKE



to give a uniformly expanding brake shell against the hub shell. The result is the largest and most effective braking friction that has ever been obtained in a bicycle coaster brake.

¶ In coasting there is no friction or drag, the hub coasting free on our perfectly designed bearings, which allow of a full row of the highest grade 1-4 inch balls. An arm is provided with each brake.

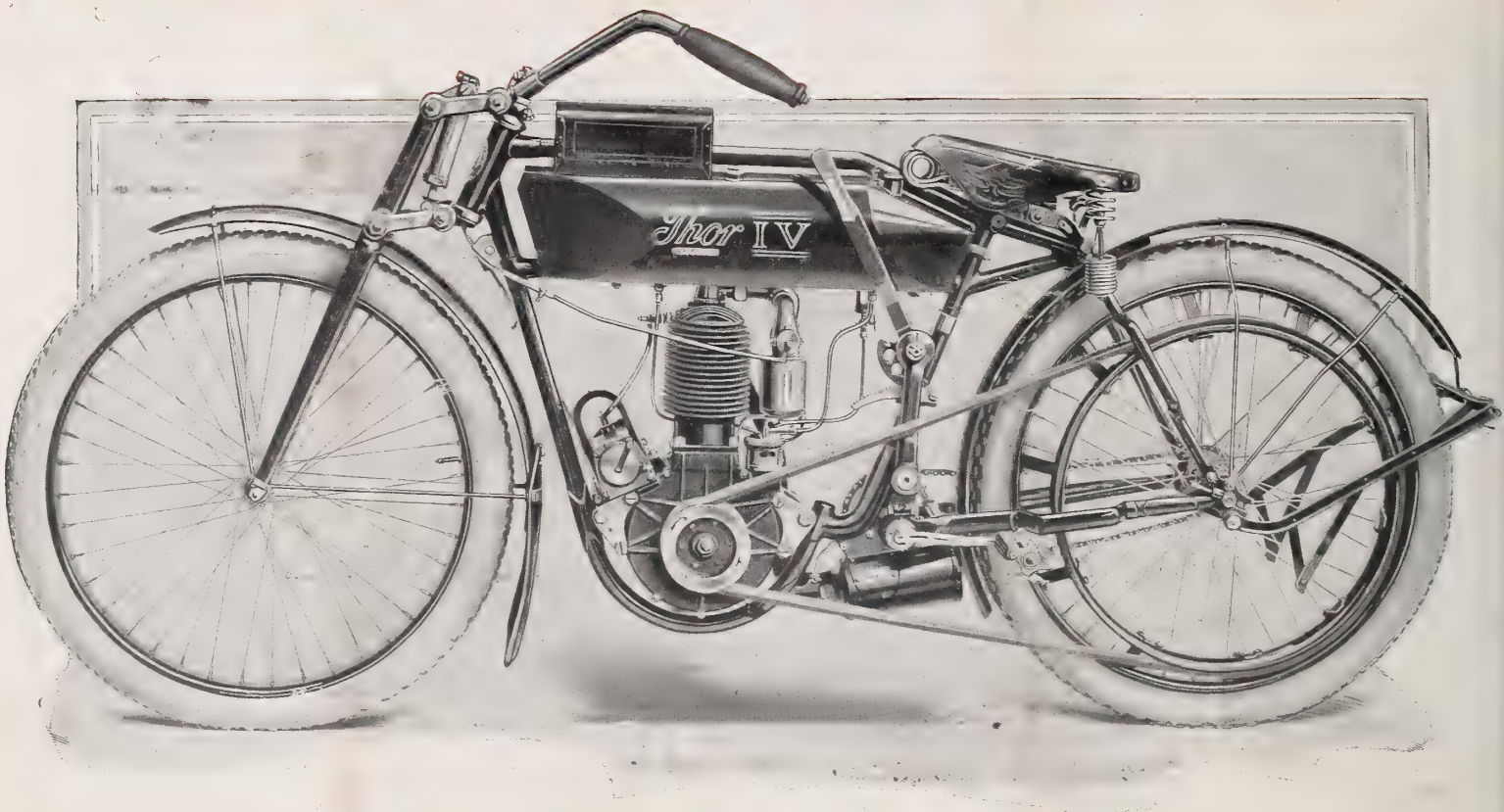
¶ Eclipse Coaster Brakes are guaranteed against imperfect material or workmanship, and defective parts will be replaced at any time upon return to us.

¶ Hubs are drilled for either 28, 32, 36 or 40 spokes. Sprockets 7, 8, 9, 10, 11 or 12 teeth in 1-8, 3-16 or 1-4 inch width. All sprockets are reversible, so as to give 1 1-2 or 1 5-8 chain-line. Sprockets on Eclipse and Morrow Coaster Brakes are interchangeable.

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

LICENSED COASTER BRAKE MANUFACTURERS

Performances that prove real quality



THE *Thor* HONOR ROLL

¶ Every endurance contest of any importance where the *Thor* was entered has been won by the *Thor* IV. That is why the *Thor* IV is known as the greatest motorcycle of endurance in the world. There's a reason (quality). And when it comes to speed the *Thor* IV is the fastest single cylinder motorcycle in the world.

¶ At Chicago, Peter Wenk on his stock *Thor* IV is handicapped six seconds to the mile and still he wins over all other makes. Now that is what the *Thor* IV stock machine does. The kind you will buy.

¶ The *Thor* IV Special Port is also in a class by itself. Miles at 46 seconds is going some for a single cylinder.

Results are What Count. Watch the *Thor* for Results.

Remember we are closing territory for 1912. Get started early and secure the THOR Agency.

AURORA AUTOMATIC MACHINERY CO., Thor Bldg., Chicago, Ill.

Kokomiles save Kokomoney for the Rider and make Kokomoney for the Dealer!

Kokomiles are those myriad miles of satisfactory service that are given by

Kokomo Tires

Again we ask:

"Are you profiting by what we offer you in Kokomo Tires?"

For instance:



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.

No slip in braking or in forward driving in the

CONCAVE ATHERTON

Coaster Brake for Bicycles

In the 1911 model there are three braking surfaces, giving as much or as little braking effect as the rider chooses.

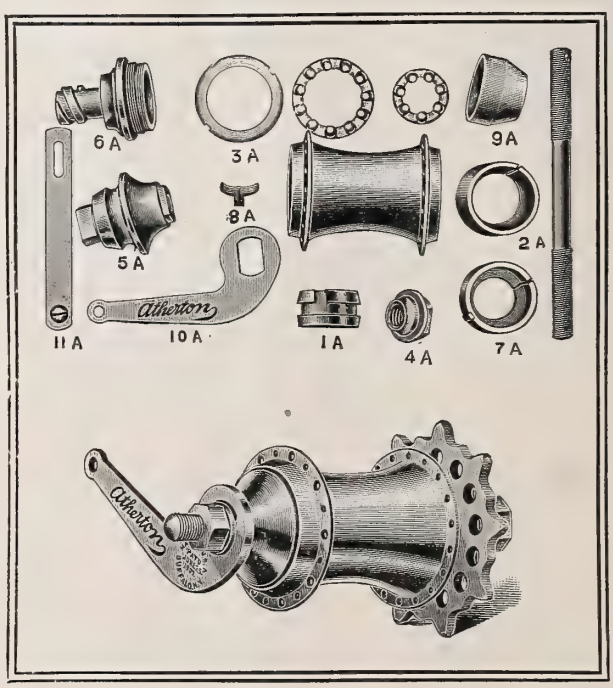
Two driving points of contact make certain that there is no possibility of slip in the forward drive.

In every Atherton coaster brake there is satisfaction for both the rider and the dealer. It is the brake that affords absolutely free coasting and perfect braking.

Get the up-to-date coaster brake while you are about it.

It stays right!

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST



D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, New York

Licensed Coaster Brake Manufacturers



These tires carry an *Unqualified Season's Guarantee* and absolutely prevent side-slipping.

Pennsylvania VACUUM CUP Bicycle Tires

They exert a *vacuum hold* on wet and slippery pavements. Skidding in any direction is impossible. The triple row of cup-shaped knobs is molded on a tread of regular thickness, which means extra long service. Puncturing is extremely rare.

These tires are so well made and of such fine material that we give an unqualified season's guarantee with each.

They do away with the greatest of bicycle worries—tire trouble.

Made by an Independent Company. Sold by Independent Dealers.

For our Jobbing Trade, season 1912, we have samples and prices of our complete line of Bicycle Tires. To this popular-priced line we have added the new Vacuum Cup Tires quoted above and also the No. 90, a special high-grade tire made in either smooth or corrugated tread.

Jobbers will please note that our line of Bicycle Tires for 1912 covers eleven different grades.

We market our tires exclusively through the jobbing trade.

PENNSYLVANIA RUBBER COMPANY

JEANNETTE, PENNSYLVANIA

BRANCHES:

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The Advance Agents of Prosperity

OUR TRAVELING REPRESENTATIVES are now booking dealers throughout the North, South, East and West, for a season of unparalleled prosperity in the bicycle business. When one of our salesmen calls at your place to talk business, as he will shortly, remember that he is not alone a bicycle salesman, but the advance agent of prosperity.

As an expert in his line he is qualified to speak with authority. You can rely absolutely on what he has to say regarding the status of the bicycle industry. His optimism is founded on facts. The burden of his message will be—" a greater year for the bicycle trade in general; and an overwhelming demand for Pope Bicycles in particular."

After giving our salesman your order for a carefully selected list of high-grade Pope machines, you too will be booked for a year of greater prosperity and larger profits than the bicycle business has afforded dealers in some time.

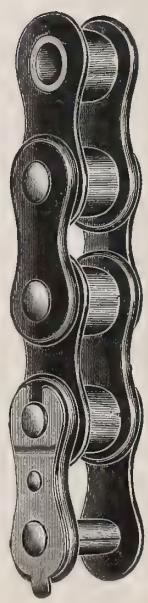
Write us today for particulars

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

"Whitney" Chains Are Built for Strains



Manufacturers who use chains on their machines should get our catalogues and prices before deciding the transmission problem for the coming year. "Whitney" Chains are famous for their strength and wearing qualities. Wherever chains are used the name of "Whitney" is known as the mark of chain perfection. Every "Whitney" Chain has a reputation back of it. A reputation of having been tested in the most trying service and never failing to make good. They are made by specialists, in a factory especially equipped for the making, with years of experience to back them, made from material chosen for quality, regardless of cost. If you are not a user of "Whitney" Chains it will pay you to try one when making replacements and get acquainted with its merits.



THE WHITNEY MFG. COMPANY, Hartford, Conn.

Kelly-Racine Twin Cylinder MOTORCYCLE TIRES

Built for Business



Absolutely Non-Skid

For Heavy Duty **and Long Service**

This tire is a compound of pure Para rubber, the finest grade of Sea Island cotton and BRAINS. It is built on regular cores, the same as motor car tires, and the same kind of a tire-machine, thus insuring absolute uniformity of construction.

We are believers in the motorcycle business and we are contributing to its advancement in offering to it the finest kind of tire equipment that experience, skill and the resources of the most modern tire plant in the world can produce.

The Kelly-Racine Rubber Co. is closely identified with the motorcycle industry and will specialize in its requirements.

We recommend without reservation the Kelly-Racine Twin Cylinder Motorcycle Tire.

KELLY-RACINE RUBBER COMPANY, Racine, Wis.

EDWIN F. MERRY

California Distributor

FLANDERS "4" MOTORCYCLE

Warerooms { **224 Van Ness Ave., San Francisco**
900 and 902 South Main St., Los Angeles

Mr. Merry will give every dealer in California the same opportunities, discounts and prices on Flanders "4" Motorcycles and parts, as the dealer would receive from the Flanders Mfg. Co. Flanders "4" Motorcycles delivered to any railroad point in California $190 retail.

W. R. COVINGTON

Colorado Distributor

FLANDERS "4" MOTORCYCLE

Warerooms—1236 Broadway, Denver

Those Dealers in Colorado who have not as yet met Mr. Covington, we wish to state that he is ready to close dealers' contracts with you on the same basis as you would at factory office.

FLANDERS MOTORCYCLE COMPANY

Distributors for

Georgia, South Carolina, Alabama, Florida

FLANDERS "4" MOTORCYCLE

Warerooms and Sales Dept.—45 Auburn Ave., Atlanta, Ga.

Dealers in the above four states get in touch with the above company at once and secure the one good chance in motorcycles. You will receive factory treatment. The Flanders Motorcycle Co. of Atlanta intend to boom the south on motorcycles.

THE three distributors we have called your attention to have contracted with us for quite a few thousand Flanders "4" Motorcycles. They will be in a position to meet your requirements with motorcycles and spare parts.

If you will look up the standing of these firms as merchants and hustlers you will then note the fact that the Flanders "4" Motorcycle proposition is a good thing.

Flanders Manufacturing Co.

PONTIAC, MICH.

FISK
BICYCLE
TIRES

You Will Often See This Tire on the Road



FISK NO. 88-H ROAD TIRE is a thread fabric tire with the tread thickened with high-grade rubber. Suitable for road work but also fast and resilient.

FISK TIRES have been adopted as standard equipment for Iver Johnson, Pierce, Snell, Pope, Yale and Emblem wheels. 75 per cent. of the new high-grade and medium-price wheels this year will be delivered to purchasers with Fisk Bicycle Tires.

WRITE for new illustrated booklet describing the complete line.

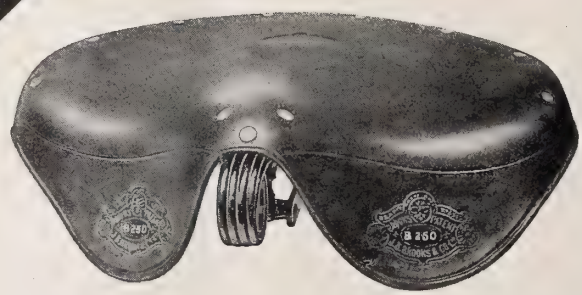
DEALERS should write for trade literature and prices.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities

The BROOKS B250 —a low built seat for Motor Cycles of the non-pedalling type. Plain or padded top.



Be Discriminating—

assure yourself, when you sell a fitment upon which your customers' health and pleasure are dependent, that that fitment is the best.

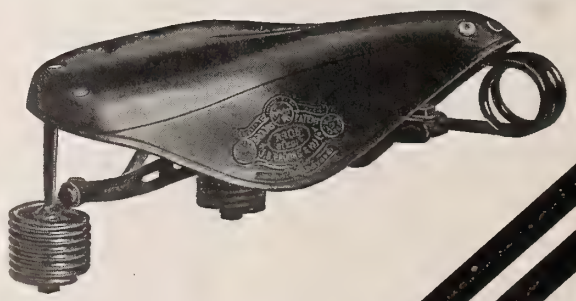
Remember, there is only one BEST, and that in saddles that's the

BROOKS

the original and only genuine compound-spring saddle, the only saddle in which that exclusive feature —the BROOKS Compound springs—can be embodied—the only saddle which ensures the riders' perfect ease, and makes the roughest road vibrationless.

J. B. BROOKS & CO., Ltd.

73 Criterion Works **Birmingham, Eng.**



The BROOKS B 105—A Motor Cycle Saddle which ensures the maximum amount of comfort. Made in two sizes.

These Telegrams Tell the Story of the Excelsior's Country-wide Winnings!

Sept. 6, 1911.
"Excelsior won eight out of nine races at meet held here Labor Day, including a 100 mile race in which stock Excelsior singles finished 1st, 2nd and 4th against a special open port racing 4 Indian and twin fives, time 2 hours, 1 minute, 24⅖ seconds, on a half mile dirt track. Six minutes, 5⅕ seconds for five miles, time for 30-50 class. All sold out and have sold all that are coming. Rush shipments of twins and singles."
PIPER & TAFT,
Seattle, Wash.

Sept. 4, 1911.
"Balke on Excelsior wins five mile three twenty-eight match. Armstrong wins on Excelsior by half lap. Balke barred from invitation. Armstrong on Excelsior loses handle to oil pump and loses by six inches. Balke wins ten mile in seven eleven in a joy ride with the field. Great excitement. Prepare carload machines for shipment."
MEAD AUTOCYCLE CO.,
1376 Broadway, Denver, Colo.

Sept. 4, 1911.
"Excelsior entered five open races, got four firsts, one second in ten mile handicap. Broke track record, one mile, 58⅘."
JOE DE SALVO,
Peoria, Ill.

Sept. 5, 1911.
"Excelsior wins stock fifty-five cubic inch event at Poughkeepsie, also gets position against racing twins. Did you ship me twenty-five twins today, can use fifty at once. Hurry along nineteen twelve type machines. Advertising arrived, must have large shipment more at once."
S. T. KELLOGG,
169 Beechwood Ave., Bridgeport, Conn.

Sept. 6, 1911.
"Excelsior twin, ridden by Morehouse, wins Dunlop cup in Manitoba endurance run. Only lost eleven points—broken saddle spring, loose hind cone, bent pedal. Machine had already been ridden six thousand miles without ever a claim for defect. Started over rough roads, went through miles of deep sand, ended in blind bursts."
CONSOLIDATED BICYCLE & MOTOR CO.,
185 Notre Dame East, Winnipeg, Man., Can.

EXCELSIOR SUPPLY COMPANY, 2260 Union Avenue, Chicago, Ill.

EDWARDS-CRIST CO., Chicago Agents,
1404-6 Michigan Ave., and 1150 W. Jackson Blvd.

W. H. WHITSELL, Pacific Coast Distributor,
628 S. Spring St., Los Angeles, Cal.

STANLEY T. KELLOGG, Eastern Distributor,
169 Beechwood Ave., Bridgeport, Conn.

MEAD AUTO-CYCLE CO., Western Distributor,
1374-6 Broadway, Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY

Five miles in 4.48 on a flat dirt track on the single cylinder *Thor* IV, at Cleveland, Ohio, September 10th.

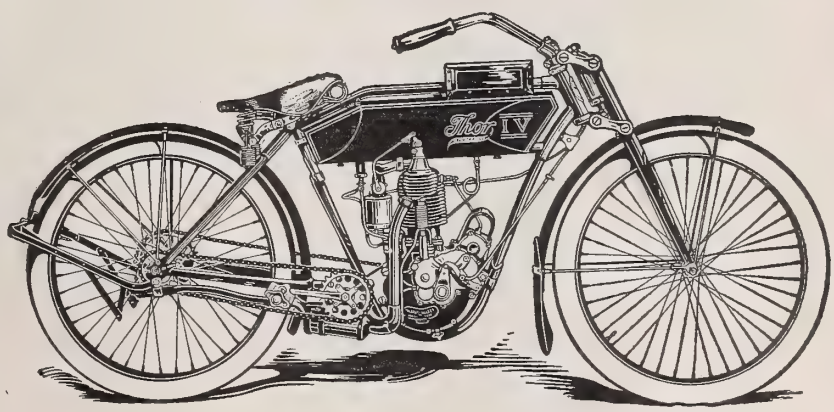
How is that for Speed on the fastest single cylinder in the world. One mile, 54 seconds. Mile, standing start, 57 3-5.

Speed Speed Speed

The *Thor* IV also made three perfect scores in the Western District Endurance Contest, September 8th, 9th and 10th.

Endurance Endurance

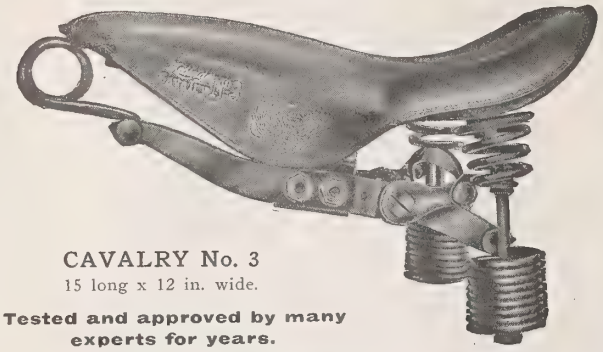
THE same quality that produces this wonderful Speed and Reliability assures every *Thor* IV owner of Daily Consistent Service.



The *Thor* IV is the greatest motorcycle of endurance in the world. Get in line for the Thor Agency for 1912.

AURORA AUTOMATIC MACHINERY COMPANY
Thor Building, 1307 Michigan Avenue CHICAGO, ILL.

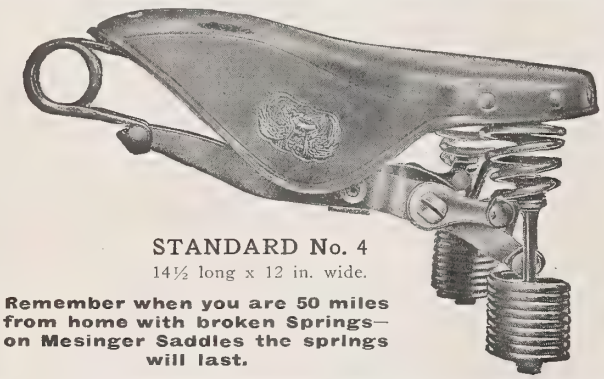
Be sure to have the name MESINGER stamped on the side.



CAVALRY No. 3
15 long x 12 in. wide.

Tested and approved by many experts for years.

MESINGER PATENT SHOCK ABSORBERS
Save You and Your Machine from Jolts. Prevent Breaking of Springs and Joints. Give you Comfort and Do Not Tire You Out. All Parts Are Guaranteed.



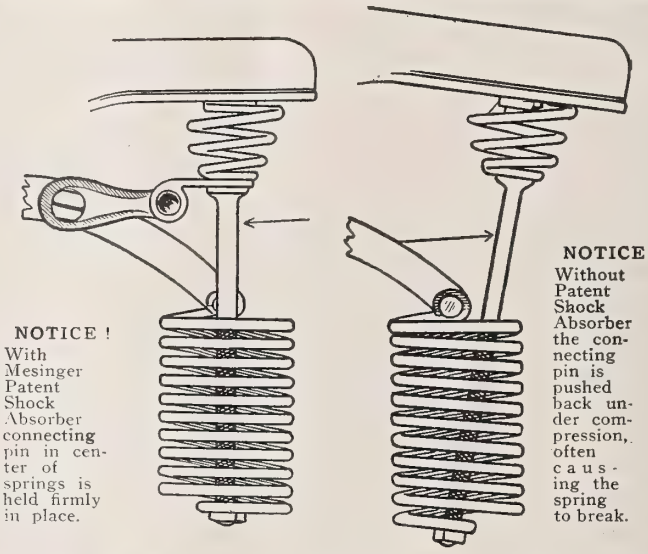
STANDARD No. 4
14½ long x 12 in. wide.

Remember when you are 50 miles from home with broken Springs—on Mesinger Saddles the springs will last.

For Comfort and Pleasure the Most Popular of All Motorcycle Saddles is

THE MESINGER

Superior Material THE QUALITY SADDLE Superior Construction



NOTICE ! With Mesinger Patent Shock Absorber connecting pin in center of springs is held firmly in place.

NOTICE ! Without Patent Shock Absorber the connecting pin is pushed back under compression, often causing the spring to break.

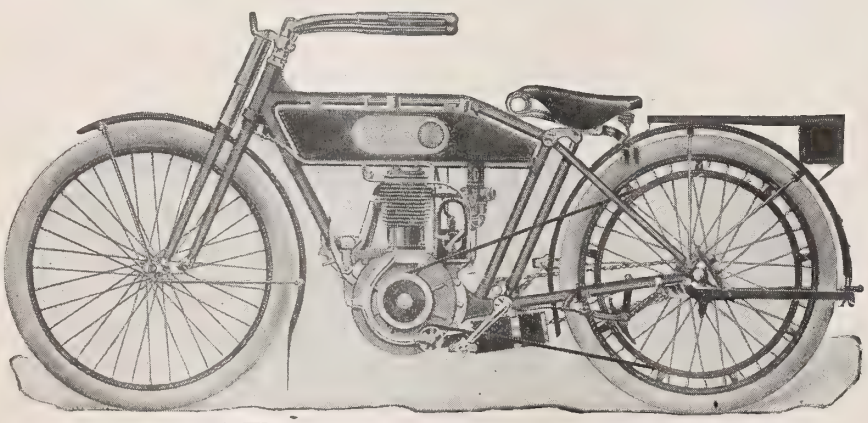
Representative of all that is best in American Saddle-Making, Mesinger Saddles give the longest service under the most comfortable conditions.

SPECIFY "MESINGER" ON YOUR 1912 MACHINE

H. & F. MESINGER MANUFACTURING CO.
1801-1807 First Avenue, New York

The Qualities That Make a Winner

are derived only from correct design, perfect material and skilled workmanship. The very best of them is embodied in



The Reading-Standard

Comfort, Safety and Satisfaction

are assured by our combination of shock absorbing seat post and the most elastic spring fork ever made, adjustable foot rests and low saddle position, double brake system, two distinct oiling systems, perfect balance and steering qualities, ball bearing motor and other exclusive features.

The Highest Quality at the Right Price

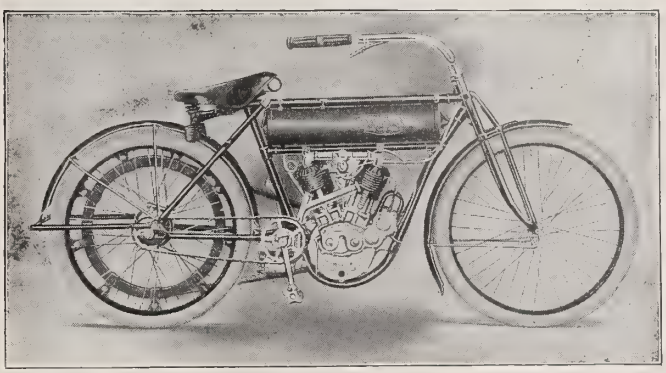
WRITE TODAY FOR NEW CATALOG AND OPEN TERRITORY.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

ATTENTION!

DEALERS and RIDERS of

THE FLYING MERKEL



Until further notice, all list prices on 1911 models will be

4 H. P. SINGLE	(Magneto)	$225
6 H. P. TWIN	(Magneto)	$275
7 H. P. TWIN	(Magneto)	$300

Now is YOUR Opportunity to start something. Get Busy!

IMMEDIATE DELIVERY

Catalog "D" on Request

THE MIAMI CYCLE & MFG. COMPANY

Merkel Motorcycle Division

MIDDLETOWN, OHIO

California Distributors, THE APPEAL MFG. & JOBBING CO., Los Angeles, Cal.

Title Defending Motorcycle Tires
Goodyear Tires Gain and Hold World's Records

Motorcyclists everywhere are rejoicing over the additional motorcycle service rendered by the use of these premier motorcycle tires. BLUE STREAKS continue to win victories.

It's the same old story. At the races held at Fort Wayne, Indiana, August 6, **Goodyear Blue Streaks** again rushed to the front, taking every first, second and third in the six big events. In one event, the **Studded** Tread took **first** place; in another, **second,** with the Blue Streak **first. And so it goes.**

How to Buy Motorcycle Tires

When you choose a tire the most you have a right to suppose that a tire will **do for you,** is what it has **actually done** and **is doing** for others.

Then note this — and be governed accordingly!

If you could investigate every tire on the market, could sift out all claims made by each maker and finally get down to a basis of actual performance, the achievements of Goodyear Motorcycle Tires would be found to outweigh the achievements of **all other makes COMBINED.**

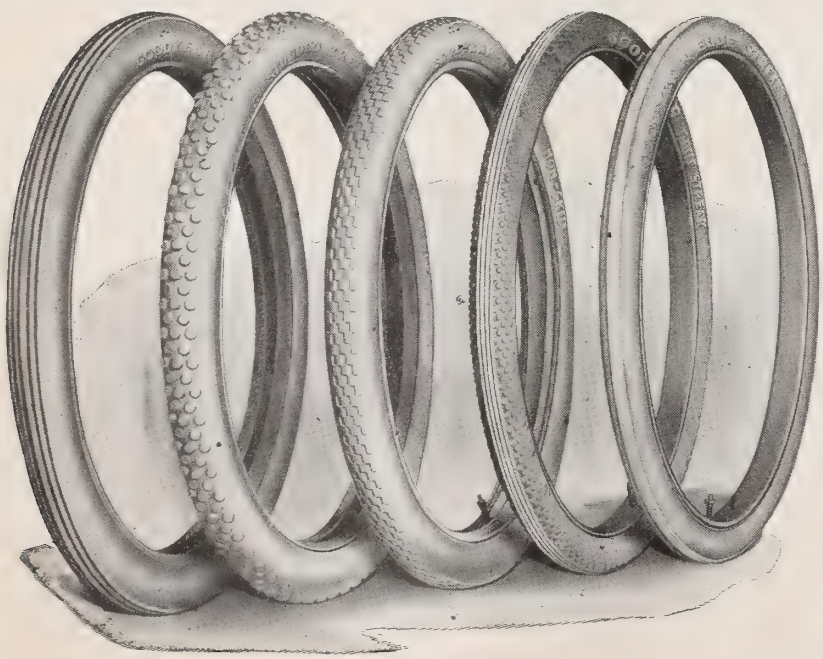
GOODYEAR
Motorcycle Tires

Why This Efficiency

There must be a **reason.** There is. It is this:

These tires are the products of the world's greatest auto tire experts. The skillful experts who made them are the same who perfected the celebrated **Goodyear No-Rim-Cut Automobile Tire.** The demand for these tires multiplied six times over in two years. 220,000 of them were sold in six months ending July 1, 1911. The capacity will soon be brought up to 3,800 a day.

So Goodyear Motorcycle Tires are strongest, fastest, safest—superlative in every quality that underlies 100% tire efficiency.



Such materials as we use—such high grade properly compounded rubber, such fabric, such skilled workmanship is found in no other motorcycle tire manufactured.

Yet, because of our enormous manufacturing facilities these tires cost you nothing extra; but they save you an immense amount of future trouble and expense in repairs and perhaps accidents.

Built Our Own Way

They are thicker than the threads of any other tires. Even though they didn't have this additional thickness they would be stronger than other tires, due to the extra tensile strength fabric used. This fabric is **our own product.**

In Goodyear Blue Streak Racing Tire the threads of this fabric are run parallel. All warp, it contains no cross threads whatever, and by laying the different plies at an angle, the greatest possible strength and resiliency is gained.

The Famous Five—for All Roads—All Rims

The Goodyear Quintette of Motorcycle Tires offers you the advantages of a tire made-to-order for the **road.** That means an enormous amount of extra service. These five great tires fit all standard rims.

Save Tire Trouble by Specifying

1. Goodyear Corrugated Tread Tires — For the average give-and-take road.

2. Goodyear Studded Tread Tires—For mud, sand, snow and ice travel.

3. Goodyear Non-Skid Tires — For use on slippery city pavements.

4 and 5. Goodyear Blue Streak Racing Tires — Hold all world's records. One tire for dirt tracks, another for cement or board.

Send for "Tires of Old War Horse"

A fascinating story of the actual breaking of a record. Chuck full of money-saving tips to tire buyers. Also brings full information about the Goodyear Quintette of Motorcycle Tires. Write tonight.

The Goodyear Tire & Rubber Co.
Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities
We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

(403)

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIII. New York, U. S. A., Saturday, September 16, 1911. No. 26

BREED PREPARES TO LEAVE DETROIT

Factory Probably Will Be Located at Bay City—Officials State That Orders Are Plentiful.

The Breed Manufacturing Co., which was incorporated on June 20th of this year for the purpose of manufacturing the "G. W. Breed" motorcycle at Detroit, Mich., will possibly move its factory to Bay City, Mich. Officials of the company have been in the latter city for some time inspecting several sites and taking the matter up with prominent men, and have practically decided on the location. As soon as the negotiations are completed arrangements will be made for the transfer of the plant from Detroit. E. R. Dumbolten, the secretary of the company and superintendent of the factory, states that they have enough orders on hand to keep the factory running to the full capacity for the next two years.

At the time of incorporation the object stated was "to manufacture motorcycles and motorcycle sundries and also to duplicate any part of any motorcycle made, either domestic or foreign." The officers elected were George W. Breed, president; John Ellis, vice-president; E. R. Dumbolton, secretary, and Thomas Wright, treasurer, and it is now stated that several Bay Citians will be added to the board of directors.

The prospectus calls for four models, all single cylinder, with four or six horsepower motors, and with chain, belt or friction drive; Keystone construction in the frame design; Waverly motors; Schebler carbureters; Corbin band brake; double grip control; idler or free engine; folding rear stand, and the usual equipment otherwise. The list prices named are $225 and $250.

New Chicago Firm to Sell Flanders.

Under the title of the Motorcycle Sales & Supply Co., a new firm has opened up at 1407 Michigan avenue, Chicago Ill., and has secured the Flanders representation for that city. The firm is composed of R. P. Miller, president, and S. A. Charles, secretary-treasurer, both of whom are young men who have had wide experience in their field.

Schack Coming Back from Coast.

W. G. Schack, president of the Emblem Mfg. Co., of Angola, N. Y., is returning from a visit to the Pacific Coast, where he has been looking after the Coast interests of Emblem motorcycles and bicycles. He will come back to the factory on the 18th inst.

Tullis Joins Continental Staff.

W. S. Tullis, formerly of the Overland Rubber Co., of Denver, Colo., has joined the sales force of the Continental Rubber Works, of Erie, Pa. He will travel the Middle West in the interest of the Continental-Erie tires.

New Firm Bids for Savannah Trade.

A new bicycle and motorcycle store will soon be opened at 148 Whitaker street, Savannah, Ga., by O'Neil & Burch. Mr. O'Neil was for 15 years a partner in the firm of Oakman & O'Neil, bicycle dealers, in the same city.

Exporters Looking for Information.

Cowdrey & Company, of 17 Battery Place, New York, are desirous of securing information regarding motor tricycles for export to the Philippine Islands.

GEORGE M. HENDEE BACK AGAIN

Tells of Conditions on the Continent—Many English Factories Enter a Period of Large Production.

Radiating good health and well-being, George M. Hendee, president and general manager of the Hendee Mfg. Co., Springfield, Mass., returned this week from a several weeks' sojourn in Europe, during which period business considerations yielded in a large measure to those of travel and recreation. Nevertheless, he was keen to observe whatever advanced ideas might be manifested across the Atlantic in relation to motorcycles.

"Conditions abroad are much the same as on my visit last year," he said, in telling of what he saw. "England, Ireland, Scotland and Wales have motorcyclists galore, even in the villages and districts most remote from the larger cities. On the Continent the motorcycle still suffers from the blight put upon it by the ill success of flimsy models of earlier years. France and Germany have only a small proportion of motorcyclists, and the other Continental countries have comparatively few native motorcyclists and no factories to speak of. Geneva, Switzerland, however, is still the exception, as there is hardly a city in the world where motorcycles are so thick. The Genevans use a very light, low powered motorcycle of Swiss manufacture, just for going about in the city but not for any touring or distance work.

"In England the motorcycle enthusiasm is unabated, and a number of the English factories are beginning to approach the large production basis that so far has existed only in the big American factories. One

English maker is producing about 6,000 motorcycles per year. No startling mechanical improvements are shown, however.

"Although the roads in the British Isles are excellent, the motorcyclists there have to endure a weather handicap that would be discouraging to Americans. This summer the weather in England has been extraordinarily dry, but the usual weather conditions are such that it rains about every other day. For this reason the English motorcyclist is always prepared for wet weather, and he seldom starts out without a full equipment of oilskins or rainproof clothing. Few club runs or road contests are called off on account of rain, as the Englishmen will start out at the time set even if it be raining cats and dogs. They are used to it. Of course, it is the excellence of the roads that makes it possible for them to get along satisfactorily.

"Owing to the triumph of the Indian in the Tourist Trophy race and in the match race against England's fastest racing machine, at the Brooklands track, our business in England received a still further impetus this fall, but because of the dock strike it has been impossible for our London branch to keep up with its orders."

In Germany it was Hendee's privilege to sail over the Black Forest in a Zeppelin airship at 50 miles an hour. There were 27 people aboard the ship. During the trip he and several friends enjoyed an excellent dinner in the dining saloon. He says that the ships can go 70 miles an hour, and that they keep their schedule with clock like precision in almost any kind of weather. Hendee also enjoyed a visit to the estate of Robert Bosch, the magneto manufacturer, in the mountain fastnesses of the Austrian Tyrol.

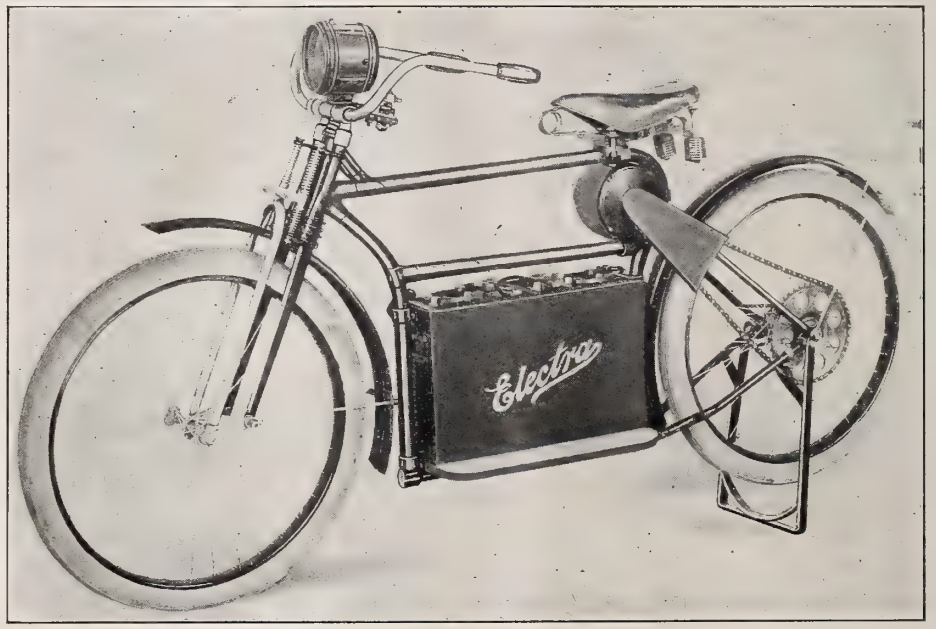
U. S. Tire Opens New Branches.

Carrying out a plan of establishing factory representation in all parts of the country the United States Tire Co. will this fall open many new branches through which the products of its five immense rubber plants will be distributed. Already there is great activity in this direction on the Pacific coast, branches having recently been opened in Los Angeles, Fresno, Portland, Seattle, Salt Lake City and Denver. San Francisco is the pivotal point of this western district and a new building is being erected there for the occupancy of the tire company. In addition to the branches numerous agencies also have been appointed which will be served from the nearest point of distribution. This will mean that the tire user will always be in close proximity to the factory output and will not be compelled to wait for the style or size of tire he may need for his particular use. The demand for tires during the past season emphasized the necessity of such a selling arrangement and it is to handle this demand with the least possible delay that the United States Tire Company is extending its branches.

HERE'S THE ELECTRIC MOTORCYCLE

Chicago Company Brings Out Snappy Looking Machine—Its Great Range and Other Specifications.

Although the company is as yet in a state where it is quite as willing to sell stock certificates as it is to sell motorcycles, no little interest is being created by the bringing out in Chicago of an electric motorcycle by the Electra Cycle Co. of that city. The machine has an electric motor located below the saddle, and this drives the rear wheel by means of sprocket and chain, as shown in the accompanying illustration.



ELECTRICALLY PROPELLED MOTORCYCLE FOR WHICH 35 M. P. H. IS CLAIMED

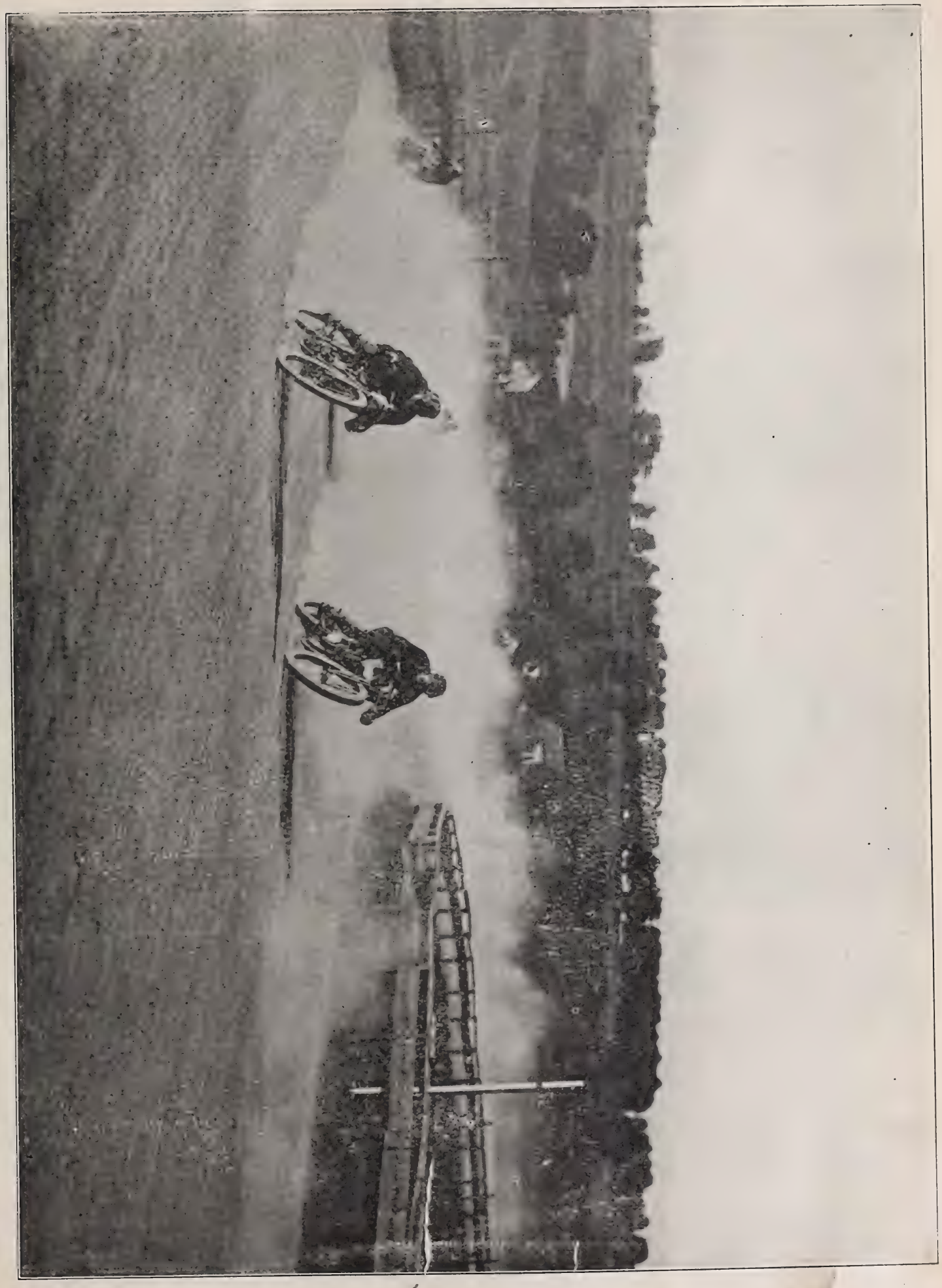
Three speeds are provided, these being 4 miles, 15 miles and 35 miles per hour. The range of the machine, carrying a rider of ordinary weight, is claimed to be 75 miles with the lead type of battery and about 150 miles with the same weight of Edison battery. Complete with battery the weight is 225 pounds, and the price with standard automobile battery is $250, while with an Edison automobile battery it is $350.

The motor is specially wound to run on 12 volts from the accumulator, and the same current is available for a powerful searchlight mounted on the head. There are no pedals, the feet of the rider resting on convenient footboards. Starting requires only that the right grip be turned to the 4 miles per hour speed position. One of the advantages set forth for the electric system of propulsion is that in starting and in running at low speed through sand or mud the maximum power of the motor is available. The battery is carried in the frame between the wheels, and the footboards, which are 25 inches long, are attached to the bottom of the battery box, extending out 4 inches on each side.

The right footboard carries a foot lever which controls the use of a coaster hub, enabling the battery charge to be conserved on down grades. The same lever also controls an external band brake on the rear hub, as well as permitting the motor to be reversed or short-circuited as an emergency brake. As the motor has a constant torque, with no varying impulses, it is unnecessary to provide any flexible or elastic provision in the drive to the rear wheel for smoothness in running. The main switch is in the right handlebar grip. A special stand is provided that does not require the machine to be lifted when the stand is used. The latter also has a construction which allows for uneven surfaces. The wheels are 28-inch and the wheel base measures 56 inches, which is according to general motorcycle practice.

Traveling Man Re-enters Retail Trade.

Charles A. Van Doren, who for several years has represented the Iver Johnson's Arms and Cycle Works as traveling salesman in their New England territory, has resigned that position and returned to Atlantic City, where he will again engage in practicing the doctrine he has been so earnestly preaching to the dealers in "Yankeeland." Mr. Van Doren returns to the same location, 1731 Atlantic avenue, where he formerly held forth; but in a different capacity, this time as proprietor, he having recently purchased the business of F. R. Boyce, which for a number of years has been the leading exclusive bicycle establishment of the famous resort. Mr. Van Doren entered the employment of the Boyce concern in 1901 as repairman and gradually advanced to the position of manager. In response to the "call of the road" he took up the slogan of "Trust the Truss" in 1907, and has now decided to try out his abilities as a full fledged retailer, with a store of his own.

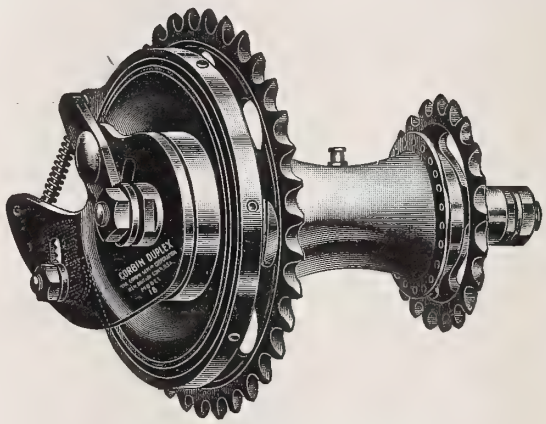


"HOT ON THE TRAIL" IN THE PRIVATE OWNERS RACE AT CORTLAND, N. Y., LABOR DAY

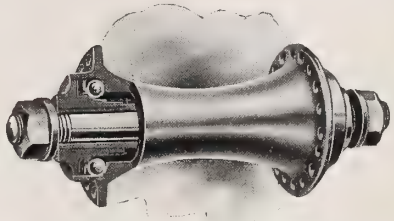
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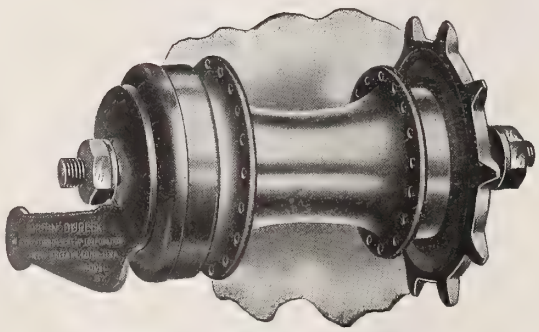
CORBIN V-BAND BRAKE
FOR MOTORCYCLES



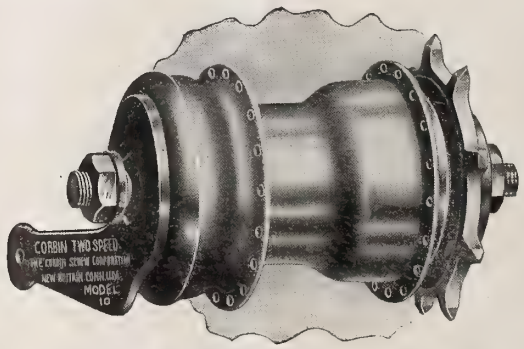
CORBIN KNOCK-OUT AXLE
FOR MOTORCYCLES

CORBIN

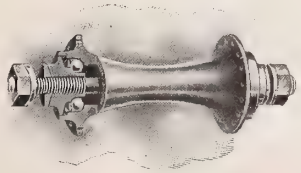
CORBIN



CORBIN DUPLEX COASTER
BRAKE FOR BICYCLES



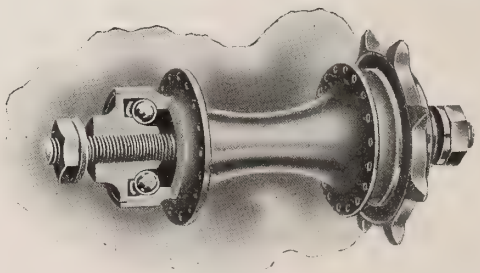
CORBIN TWO-SPEED COASTER
BRAKE FOR BICYCLES



CORBIN FRONT HUB
FOR BICYCLES

THE CORBIN SCREW CORP.
CORBIN
NEW BRITAIN, CONN. U.S.A.

Licensed Coaster
Brake Manufacturers



CORBIN REAR HUB
FOR BICYCLES

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

PUBLISHED EVERY SATURDAY BY
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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 16, 1911.

Abolish the Cut-Out.

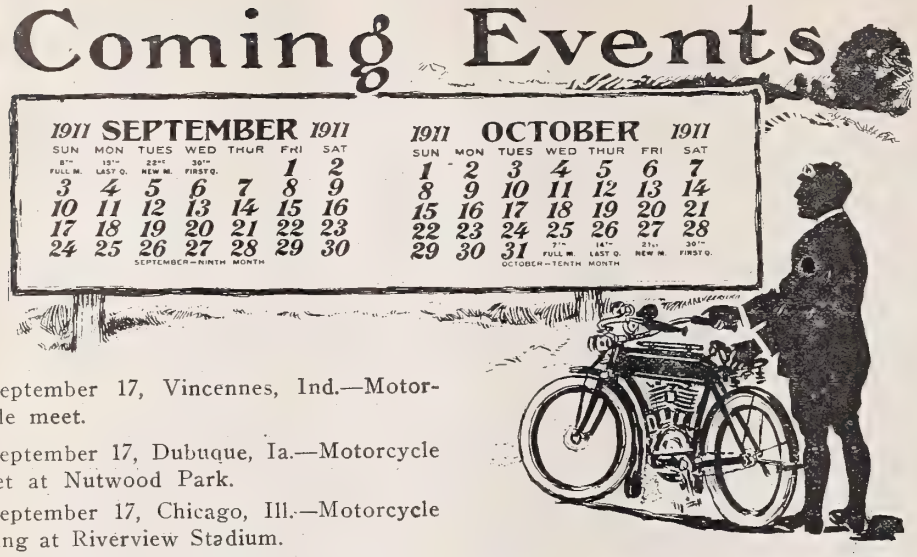
A great deal has been said and written about the open muffler fiend but with the exception of a few clubs about the country no definite action of any kind has been attempted by the motorcyclists themselves who have the general good of the sport at heart. In several cities and towns throughout the country the legislative authorities has taken the matter up and passed stringent and often unnecessarily drastic bills in regard to the noise caused by the motorcyclist with the open muffler, at the same time incorporating in these bills measures that are a direct harm to the sport. This example will in time, without a doubt, be followed by other cities and towns. In several cities the motorcycle clubs have themselves suggested to the law makers that a proper bill be passed against the open muffler field and by so doing have placed themselves on record as having the good of the sport in general at heart and at the same time proving to those in authority as well as the general public that very motorcyclist is not in the same class with the open muffler fiend, who makes a public nuisance of himself. The latter is in a class by himself and is rather a discredit to everyone riding a motorcycle than otherwise. The manufacturer, the average club that desires to stand for the uplift of motorcycling and every one that realizes the great pleasure and benefit that may be derived from motorcycling has absolutely no use for the wholly selfish individual tearing through the streets at breakneck speed, paying no heed whatever to pedestrians or the nerves of the general public that he is wracking with his unnecessary noise, at the same time doing the greatest possible harm by giving the general impression that the motorcycle cannot be run without this noise. The motorcycle will never have its proper popularity so long as these fiends go through the public streets, with the result that those in the trade will not do the business they should, and the quicker this is realized the better for all concerned. It will take months of good strong advertising before the harm that has been done can be offset. The manufacturers, the dealers, the clubs and the great mass of individual riders should act with the legislative bodies of the various cities and have a law passed against the use of the cut-out, and in this respect the Federation of American Motorcyclists has an opportunity to benefit the sport to the greatest possible extent by standing for such legislation. Then clubs and individual riders should ostracize the open muffler fiend. Then when all this is done and the general public is shown conclusively just what the motorcycle is, will the sport take its proper place in the popularity column and the business take a decided boom, for there are thousands who cannot afford the automobile and yet are attracted to the motor propelled pleasure vehicle that would be riding motorcycles if they knew what the motorcycle really was. But until the open muffler fiend is a "dead one" the motorcycle will never reach its proper place in the minds of the general public. Then last but by far not least, why do the manufacturers place the cut-outs on the motorcycles at all? Watch the 1912 models.

ANNOUNCEMENT.

The Bicycling World Co., publisher of the Bicycling World and Motorcycle Review, announces the sale and transfer of its capital stock, assets and goodwill to Mr. A. B. Swetland and his associates, the transfer bearing date as of September 1st. Mr. Swetland, who succeeds to the presidency of the company, has spent the greater part of his life in the publishing business and has long been identified with the ownership and management of prominent trade, technical and class publications which have made their marks in their respective spheres. He is thoroughly cognizant of the part that the Bicycling World and Motorcycle Review has played in creating and up-building the motorcycle and bicycle industries and of the proud position it always has occupied, and it is his intention that it shall remain where and what it has been since its establishment in 1877—in front, the leader. Messrs. Joseph Goodman, F. W. Roche, R. G. Betts and C. D. Wight, together with the entire staff, retain association with the publication, the aim of the editorial and business policy of which will be competent service and the square deal for everyone under every conceivable and self-respecting circumstance and condition, toward the accomplishment of which purposes nothing will be left undone.

Indications are not lacking that at least some of the bicycle manufacturers are becoming aware of a demand in many districts for adequate mudguard equipment for bicycles. The passing of the speed craze in cycling, together with the fact that in addition to rainy weather and sprinkled streets the cyclists also have to encounter oiled roads, make it desirable that the bicycle for average everyday use be fitted with mudguards. Because of the old-fashioned speed craze, the mudguard has continued to be something of an offense to American eyes. Fortunately the motorcycle, with its bulky equipment of engine, tanks, mudguards and splashers, is now making mudguard equipment seem so proper for two wheeled vehicles that a bicycle with mudguards no longer strikes the observer as being unduly clumsy or overburdened. Furthermore, the "featherweight" mania also is of the dear, dead past, so that there is practocally no objection on the score of the slight added weight. This is shown by the fact that cyclists do not hesitate to put stout heavyweight tires on their machines where conditions make them desirable. Altogether the time is ripe for mudguards.

Coming Events



September 17, Vincennes, Ind.—Motorcycle meet.

September 17, Dubuque, Ia.—Motorcycle meet at Nutwood Park.

September 17, Chicago, Ill.—Motorcycle racing at Riverview Stadium.

September 17, Dubuque, Ind.—Motorcycle races at Nutwood Park.

September 17, Montgomery, Ala.—Motorcycle meet at Vandiver Park.

September 17, Newark, N. J.—New Jersey Motorcycle Club meet at Olympic Park.

September 17, Oshkosh, Wis.—Oshkosh Motorcycle Club's race meet on half mile dirt track; open.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 20, Elyria, O.—Motorcycle races on half mile dirt track; Dr. A. M. Webster, promoter.

September 23, Portsmouth, O.—Portsmouth Motorcycle Club's meet.

September 24, Toledo, Ohio—Interstate Racing Association race meet.

September 24, Cresta Blanca, Cal.—Central California Motorcycle Club's runs and barbecue.

September 25, Detroit, Mich.—The Motorcycle Club of the Detroit Wheelmen's racemeet on mile dirt track.

September 26, Bowling Green, Ohio—Interstate Racing Association race meet.

September 27, 28, 29, 30, Adrian, Mich.—Interstate Racing Association race meet.

September 29-30, Springfield, Ill.—Illinois Motorcycle Club race meet on half mile dirt track.

October 1, Ft. Wayne, Ind.—Interstate Racing Association race meet.

October 1st, Motor Parkway, L. I.—Club Races Concourse Motorcycle Club.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 7, Providence, R. I.—Regular business meeting of F. A. M. New England District, in Verdani Hall, 8 p. m.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

October 8, Providence, R. I.—Providence Motorcycle Club's triangle run from Providence to Boston, to Worcester, to Providence.

November 20-25, London, England—Annual Olympia motorcycle and bicycle show.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section second week.

January 20.—New York City. Eleventh annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

Novice Wins Toledo Road Race.

George Fritz, a novice, riding with a 7 minute handicap, was returned the winner in the annual 25 mile road race under the auspices of the Toledo (O.) bicycle dealers, on Labor Day, the 4th inst. Roger Dority, another local boy, from the 4 minute mark, finished second, being beaten by the length of a wheel at the finish; fourteen seconds later came C. O. Schulte, of Kansas City, Mo., the heaviest winner of the day, he being rewarded for making the fastest time in the race of 1 hour and 4 minutes by receiving a National racer bicycle and a pair of Palmer tires, and for finishing in third position, a Keystone bicycle and another pair of tires.

The first place prize, which went to George Fritz, was a Racycle racer, donated by the Miami Cycle & Mfg. Co., and Dority's prize for second was also a bicycle, a Tribune, donated by the Pope Mfg. Co. The keen interest manifested by the hundreds of spectators at the finish furnished the only difficulty experienced by the officials, the crowding at the tape giving those in charge not a little trouble to keep the path clear for the riders in the final dash.

Seventy-four entries were seceived and 73 started. Of these 52 finished the course, 30 being in time to take a share in the prize distribution. The puncture fiend was abroad and took a prominent part in the proceedings, a number of riders being eliminated from this cause, due to the recent resurfacing of a part of the course with loose stones.

A feature of the race was the performance of two one-legged riders. Both started from the 20 minute mark and one, A. Lenehan, of Hamilton, Ohio, finished for a look-in at twenty-ninth place in the excellent one leg-power time of 1:32.40. The other, a Toledo lad, finished the course, but too late to be scored.

Out-of-town riders collected the majority of the prizes, taking sixteen out of the first twenty places and all of the five time prizes. The largest delegation from out of town was that of the Western Michigan Cycle Club of Grand Rapids. The fastest time for local riders was that of Roger Dority, his time being 1:06:46.

New Dates for Interstate Racing.

A correction in the dates of the motorcycle races to be held under the direction of the new Interstate Racing Association has been sent by Vice-President O. J. Oberwegner, as follows: Toledo, Ohio, September 24th; Bowling Green, O., September 26th; Adrian, Mich., September 27th, 28th, 29th, 30th; Ft. Wayne, Ind., October 1st. Two feature races are scheduled, one at Toledo on the 24th, a ten mile event to be run in three heats, the winner to receive a diamond prize, and the other will be at Fort Wayne on October 1st, a 25 mile for 61 cubic inch class for the "Interstate" championship. This is for riders form Indiana and bordering states for the Interstate Racing Association diamond championship medal.

New Quarters for Columbus Club.

After a month of careful search the Columbus (O.) Motorcycle Club committee has found suitable quarters for the fast growing club. The place selected is situated at 45 East High avenue in the fine north residence district of the city. The house is an ideal modern one and contains seven rooms. The final choice of the committee was unanimously accepted by the club members at a special meeting held Friday evening, the 8th inst., at the store of the L. P. Birkenbach Co. Adjoining the house on one side is a 30-foot lot.

Walthour Turns Tables on Janke.

"Bobby" Walthour in a measure made amends for his defeat by Janke in the Golden Wheel race by trouncing the German in the race for the Grand Summer Prize at 50 kilometers, on the 5th inst, at the Olympia track, Berlin. Galvin, the other American rider in the race, finished fifth. Walthour's time was 40:08⅕. The score of the other riders was: second, Janke; third, Miquel; fourth, Linart.

Germans Hold Big Race in Berlin.

A. Huschke, of Berlin, won the race of 270 kilometers "Around Berlin" on Sunday, 27th ult., in 9:42:34. The roads were heavy with dust but the conditions otherwise were perfect. F. Hoppner of Luckenwalde was second in 10:03:31, and J. Meck, Dusseldorf, third, finishing four seconds later.

Western F. A. M. Run a Real Endurance Contest

Indian Team Wins Chicago Examiner Trophy — Protest Filed by Thor Riders is Not Allowed — Heavy Rains and Many Accidents Spoil Perfect Scores — Arthur T. Barlass Captures the American's Trophy for Private Owners.

Thursday, September 7th, saw the gathering of many motorcyclists at Chicago to prepare for the start of the second annual endurance run of the F. A. M., Lake District. F. A. M. vice-president, P. D. Whitney, and Walter Davidson, of the Harley-Davidson Manufacturing Co., of Milwaukee, were two of the most popular and busiest men that could be found anywhere; answering questions, giving directions and generally straightening out the mass of matter and putting the finishing touches on the preparation for the three days' run, which extended from Chicago to Davenport, Iowa, and back to Chicago. Up to 12 o'clock Thursday night the liquid refreshment parlor at the New Southern Hotel was a busy place. All of the notables put a finishing touch to the thirst which they would probably not be able to quench for several days, but early to bed and early to rise seemed to be the slogan of most. The four o'clock call does not very well gibe with the two o'clock retiring time, so the early evening saw most of the participants sleeping in the arms of Morpheus.



INDIAN TEAM—CROCKER, NICHOLSON AND DU SELL—WINNER OF CHICAGO EXAMINER CUP

Four o'clock in the morning heard the clanging of many bells in the different rooms of this hostelry, and sleepy eyes and tired expressions soon began to appear in the lobby, and a rush was made for the hash-house across the street, which was soon overwhelmed with orders, and judging from the difficulty which the men had in getting served this was the greatest deluge of business which the small place had ever fallen heir to. Five o'clock saw most of the provisioning of the inner man attended to, and the final preparation for the getaway were ready. The morning was dark and cloudy and four days' rain had soaked things down in good shape. It was largely anticipated that spills, blow-outs and troubles of all kind would start early and be almost continuous, and the wet, slippery asphalt pavements of the city did not present the best kind of riding to the 35 faithful, who finally checked out and were away on their long journey.

To take care of the needs of the motorcycles, the United States Tire Company had provided a tire car, which was manned by J. S. Alexander and driven by our old friend and holder of several championship records, Freddy Huyck. The Goodyear Tire & Rubber Company also provided a car, in charge of their Mr. Cameron, and contained among others, Mr. Blankenheim, of the Chicago Motorcycle Club, who had come prepared to enjoy this three days' trip. Both cars were well stocked with tires and tubes, which it was anticipated would require early use, but the members of these two car parties found that the mixing of casings and tubes did not go well with an extra large equipment of suit cases and valises, so most of them found it necessary to make provision for about one extra collar, a night-shirt, a comb and a toothbrush, tied up in the smallest package possible.

Mr. Whitney and Mr. Walter Davidson left in advance of the main body to blaze the trail and see that everything was properly provided for at the various checking stations. The getting out of Chicago seemed a difficulty that resulted rather seriously for several of the riders, and also several mix-ups, and long before some of the riders had reached the country roads they were lost in the maze of Chicago streets. Some of them even going so far as to attempt to get out of Chicago by way of Evanston, which is to the north, instead of going west to Aurora.

The U. S. Tire car had hardly reached the country road before their stock of tubes began to be requisitioned. Just west of Oak Park, several members of the Yale team were found along the road waiting for our arrival, but the new casings and tubes soon brought a smile of pleasure to their faces and they were left making hurried preparations to continue on their way. The roads west of Chicago were found in very bad condition, resulting from the rain of the previous days. It was not long be-

fore the tire car had to stop and inquiries made as to directions for the road to Aurora, but eventually they were straightened out, but had not proceeded a great ways before a motorcycle and rider were observed in the distance, patiently waiting for the supply of casings and inner tubes, which, of course, were furnished, and again the green trees began to fly by in rapid succession as the throttle was opened wide in an attempt to overcome and reach the main body of riders and stay with the party until they reached Aurora, which was the first checking station out of Chicago. Just west of La Grange a farmer was encountered, who had started to a cider mill with a load of apples with his tail-gate not properly fastened, and for half a mile along the road, instead of stones and pebbles, we were riding over nice, ripe, large, juicy apples which it seemed a shame to destroy, but we were in too much of a hurry to add to the stock of provisions which we already carried.

The first checking station, at Aurora, was reached at seven forty-two, where the gasoline tanks were filled and the riders were off on their sixty-five mile ride to La Salle, where they were to stop for dinner. Just out of Aurora the first rain of the day was encountered, but fortunately, although the skies were black and hung low, it did not rain too much and in no way affected the condition of the roads, which were found to be sand and gravel and made excellent foundation for "beating it."

The New Era team had found difficulty in locating the roads out of Chicago and did not reach Aurora until after the departure of the last of the riders. The first little disaster and really bad roads were encountered to Yorkville and caused Harry Carlson to make a stop for a re-adjustment of his motor, but he was soon fixed up and on his way.

It was at Yorkville that the first troubles of the tire car started which ultimately resulted in its making a quiet and uneventful trip back to Chicago, safely incased in the confines of a box car. In attempting to follow the directions of the farmer who said, "Go to five corners and turn to the right," we found ourselves lost in a maze of gumbo roads, which evidently started nowhere and ended nowhere, and mud up to the axles. Proceeding as best we could we were soon arrested by sand and by engine trouble. There was nothing left to do but back out and add man power to the horse power of the motor, which simply groaned and said, "This is too much for me," and despite its best efforts could not get the rear wheels revolving in the right direction. It was here that Fred Huyck had the opportunity to display his mechanical knowledge. After a careful diagnosis, it was decided that the trouble lay with the clutch, which would require a bath of gasoline to wash off the oil which its strenuous efforts had caused to accumulate. A picture of Huyck, lying on his back in the middle of the road, with only his feet visible, endeavoring to persuade the carbureter to give up part of its valuable contents into a receptacle made of the butt end of a blown-out inner tube, would have been a splendid one, if the cloudy sky had not prevented. After careful nursing the motor was persuaded to resume its duties and a search was made for a gravel road which, we were informed, lay five miles to our right, across country.

At this time the riders had not been seen for over an hour, but a careful search finally developed a "gravel road" and the throttle was opened wide in an endeavor to make La Salle in time to catch up with the riders at the noon control.

Just west of Newark, H. G. Kohl, with his four cylindered Pierce, was encountered with his machine on a stand, the carbureter refusing to perform. There was nothing that we could do for him except to wish him good luck and so left him busily engaged. The next rider to be found was George H. Crocker, of the North Shore Motorcycle team, who was having trouble with his chain. While inquiring if we could be of any assistance, Kohl, on a four cylinder, went roaring by with everything wide open, but his good fortune was not to last, as just west of Newark we found him patiently waiting our arrival, but an inner tube soon fixed him up this time and we were again on our way. This was practically all that we were to see of the riders until the next day at Rockford.

While running along through a cornfield just west of Newark we hit a culvert which smashed a front spring and practically put the car out of commission, but jogging along at a slow rate we soon reached a roadside blacksmith shop, where everybody pitched in and assisted Huyck in his endeavor to patch up the car. After about an hour's delay we proceeded on our way to Ottawa, which was reached several hours after the last rider had gone. When driving into the garage to have a spring repaired, we found our friends in the Goodyear car, which had also developed internal dissension and had been towed in by a team of horses. Mechanics were busy with this car and after about an hour's delay, during which time we were joined at lunch by Mr. Cameron and his crew, the Goodyear car was persuaded to get down to business again and proceeded on its way, but the U. S. car was still in the hands of the doctors. About two-thirty in the afternoon it was finally put in condition to again hit the roads and we beat it out of town. Just outside of La Salle we encountered Robert R. Hill and C. B. Hall, of the New Era team, who had lost their way, and realizing that they were practically out of it, were making a short cut to Nixon, which was the noon control of the second day, where they expected to make connections with the main body. They had been escorted out of La Salle by Mr. Porter, president of the Illinois Valley Motorcycle Club, who in turn performed the same office for the tire car taking us through La Salle and Peru and putting us on the right road to Princeton.

Just west of Princeton the riders encountered what is known as Seatonville Hill, where they stopped long enough to conduct a hill climb. Each rider had two chances at the hill, which was a sandy grade of about a quarter of a mile in length. Failing to make the hill in two attempts they were penalized five points. They all went through with flying colors with the exception of T. R. Isbell and Frank Zons, who failed in both attempts.

A. G. Carson was left at Ottawa with a buckled rim. It was his intention also to cut across country and join the rest at Nixon. This was the last rider that the tire car encountered, as like the old story of the one horse shay, "It had lived its life and decided it had had enough of the strenuous difficulties through which it had been subjected, and just simply quit." We had left Sheffield and had hit muddy gumbo roads which had made terrible riding for the motorcyclists. The little town of Mineral had almost been reached when Chauffeur Huyck decided that he had better put on some extra clothing. He was poured into his coat, the clutch thrown in, the throttle opened, but there was nothing doing, and even with his careful coaxing and persuasion, nothing could convince the car that it was time to move. Final examination disclosed the fact that the rear axle was broken. By this time night had set in and one of the members of the party made a trip across the cornfield to a nearby farmhouse, where arrangements were made for supper and a telephone call was made to Mineral for assistance, while the rest of the crew were informed of the fact that the inner man could be satisfied. The farmer, evidently appreciating that we would need something to cheer our departing spirits, made a trip out to the barn and returned with a supply of good, old, hard cider, which was quickly put where it would do the most good, and a return was made to the stalled car, where we found a machine from Mineral ready to tow us in.

Alexander and Huyck, after a consultation, agreed that the only thing to do was to ship the car back to Chicago and quit. The farmers at Mineral hardly knew what to make of the race, as they termed the endurance run, and said that they had never in their lives seen anything go quite so fast as the riders did when they passed through their burg several hours before. Alexander and Huyck had found accommodations at a so-called hotel, where the proprietor was playing cribbage and too busy to show them to their room, but said he thought it was some place on the third floor, but at the present writing it is not known whether the room has as yet been located.

The Bicycling World man and the representative of a contemporary, found a comfortable bed on the soft side of the sta-

tion platform, where it was up to them to catch the only train that stopped at Mineral during the night, in order that they might make connections to get to Rockford the next day. The connection was made at Spring Valley, where another stop of three hours was made, and a story might be told of the town's wonderful hotel, where, instead of sleep, it was a battle with the brothers, sisters, cousins, aunts and all the rest of the family of the great, only and original bedbug, but that does not pertain to the second annual endurance run.

The first day's run to Davenport was completed by the riders without any very great difficulty, with the exception of the fact that from Geneseo to Davenport the roads were found to be in a terrible condition and that spills were innumerable for even such riders as Vice-president Whitney, Walter Davidson and other members of the trade teams. The new Kimble Hotel at Davenport was the resting place for the night and the riders found waiting for them entertainment by the Rock Island Motorcycle Club, but hitting the bunk at ten o'clock was the rule and none of the party seemed inclined to "do" the town.



ARTHUR T. BARLASS, PERFECT SCORE, PRIVATE OWNERS. WINNER OF CHICAGO AMERICAN CUP

Five o'clock Saturday morning, September 9th, saw the party again hitting the roads in what was to develop into one of the hardest days of the trip. Trouble began early and the Goodyear tire car was frequently requisitioned for casings and tubes. The roads were muddy and spills were frequent to the riders. All made the noon control at Davenport in good condition, with the exception of W. S. Harley, of the Harley-Davidson Co., who was riding on the Harley team. Mr. Harley was thrown from his machine just west of Rockford, alighting on his head and getting a severe scalp wound. On reaching Rockford he found it necessary to go under medical care, and he was left with the doctor and stayed at Rockford all night, reaching Milwaukee, his home town, Sunday. He will bear the marks of his bad fall for some time to come and he is extremely fortunate in not having fractured his skull.

At Rockford a hurried rush was made for lunch, gasoline taken aboard and several punctures repaired, and due to the fact that having to eliminate the U. S. tire car, the Goodyear tire people found themselves short of inner tubes, which necessitated the riders making their own repairs as far as possible.

At Princeton the Bicycling World man tranferred his allegiance to the Goodyear Tire and Rubber Co.'s car. This was larger and more comfortable than the one we had made our disastrous flight on the day before and we thought that no further trouble would be encountered. Rockford was left behind at one o'clock and during the afternoon the roads were found to be in excellent shape and the riders enjoyed some of the most beautiful scenery and best conditions that had been encountered at any place on the trip. The route led through the wonderful dairy country that runs to the west of Milwaukee; was generally rolling, and upon getting to the top of some of the hills the country below could be viewed for miles. The roadbed was of gravel and presented an excellent surface, and with the exception of a few hills to climb, there was no reason to expect any further difficulty.

The pleasing anticipation of an uneventful trip to Milwaukee was destroyed when the cap to the radiator was lost and necessitated a delay of about an hour. A substitute block was finally made and the trip resumed. Beloit was safely passed and left in the rear, but just west of that place Fred Jurgens was found along the road with a broken rocker. He was towed into Elkhorn by A. G. Carsons, who the previous day had suffered with a broken rim, but despite this handicap, had continued. The next accident to occur was a few miles further on, when John P. Purdy on a Harley was hit by an automobile and his front fork broken. He had his machine upside down along the roadside and was busily engaged in trying to repair it. There was nothing we could do to assist him and the chauffeur again threw the throttle open wide, endeavoring to catch the bunch, in fact, he almost threw it too wide and in about an hour we hit a "thank-you-ma'am" while going at a high rate of speed, and everybody in the car received a severe jolting. Mr. Blankenheim of the Chicago Motorcycle Club was thrown in the air and came down on his side on the top bows. It was thought for a time that he had fractured some ribs, but upon examination this proved not to be true, but he was so severely jolted and bruised that he decided to stay at Milwaukee and not go through with the car for the Sunday run.

From here into Milwaukee the trip was uneventful with the exception that the tire car broke the foot brake west of Walkershaw and plowed all the way into Milwaukee, in fact, finished the entire run with only a hand brake, which in the end resulted in its final downfall. The night control at Milwaukee was reached by most of the riders on time, but several complained that owing to the lack of directions the St. Charles Hotel was difficult to find, in fact, one of the riders who came into the city 15 minutes ahead of time was a minute late, due to wrong directions given him.

The real entertainment and fun commenced at "the City of Beer" when the whole crowd were guests of the Harley-Davidson Company at a banquet given at the St. Charles Hotel. A number of the notables joined at this place; among them A. B. Coffman of the Consolidated Manufacturing Company and Arthur Davidson, who was on hand with a badly damaged foot and an ever present cane. He claimed to have fallen down and "stepped" on his foot, but from his appearance, and also judging from the difficulty he had in maneuvering it, it must have been something more serious than that. The dinner was a "dandy," and the usual procedure was to tell the waitress to bring the entire bill, from soup to nuts, most of those present finding no difficulty in putting it away, and, of course, being at "the city of breweries" it would have been hard to pass up as good a feast as this without some of the amber fluid. The tall bottles, which were

mostly dead soldiers, were found on most of the tables. At the close of the feast, Vice-President Whitney, in an address, proposed three cheers for Harley-Davidson, which were given with an echoing ring, which must have disturbed the sleepers on the upper floors.

Everybody was pretty well tired out by this time, and although there were a few lingerers, 10 o'clock found most of the riders dreaming how they would beat it next day, but the work for the officials was still to be done and the riders having a perfect score thus far had their machines sealed by the official committee in preparation for the elimination between Milwaukee and Chicago on Sunday. All of the teams, with the exception of the Indian and Thor, were out of it, having met with accidents along the road, but these two teams still boasted of a perfect score. Owing to the fact that Mr. Whitney was associated with one of these teams, he withdrew from the committee, which was to establish the secret controls, and his place was taken by A. B. Coffman. Milwaukee was left behind at 5 o'clock Sunday morning. The first control, at Kenosha, was reached at 7:13. The riders were found to be in excellent shape and no difficulty was experienced by any in making this time, but the perfect score teams bumped into a secret control just west of Kenosha, but coming so early in the morning it was not expected and the two teams suffered penalizations.

Members of the Kenosha Motorcycle Club were at the checking station, and putting tags on all of the machines, advertising their races which are to be held September 17th. Members of this club also escorted the rider writers out of town and started them in the right direction for Lake Geneva. From Kenosha to Lake Geneva the roads were in fine condition, with the exception of a few sandy bottoms, but these gave the riders but very little trouble.

Barely out of Milwaukee, T. R. Isbell, on a Harley-Davidson, was thrown from his machine and suffered a broken shoulder. He received temporary medical attentions and returned to Milwaukee. At Kenosha George Puls, one of the Harley-Davidson team, met with a severe and painful accident when his carbureter overflowed and in attempting to extinguish the flames he received badly burned hands, but despite this handicap, he rode from Kenosha to Lake Geneva before receiving medical attention and against the doctor's orders he continued on the run. This certainly was an exhibition of splendid pluck.

The control at Lake Geneva was reached at 9:15, where the last inner tube from the tire car was distributed. Cameron, of the Goodyear, located a restaurant which boasted of a pretty waitress. He "fell" for the latter, and when we went to investigate his absence, he was coming down the street, contentedly chewing on a ham and egg sandwich which was almost as large as his head. Of course, a combination of waitress and sandwich was too much for the rest and the result was that when the tire car left Geneva everybody in the car was hitting the high places in a large and juicy sandwich. It is quite evident that pretty eyes have no place in an endurance run.

The road out of Geneva leads along the beautiful lake of this name and in the early morning the scene was most magnificent, though the sky which had been very cloudy threatened at any time to spoil everything, but it held off all morning and the control at Algonquin was reached without any further accidents.

A stop was made at this place for lunch and everybody was anxious to know whether or not it was necessary to go over Phillips Hill, the place of the famous automobile climbs, but the road led in the other direction and this bugaboo was avoided. Fourteen miles from Algonquin the heavens started their downpour and the riders reached Engin covered with mud. The majority of them made short stops at the latter place, expecting the rain to let up, which it did do to some extent, but the rain had made the roads wet and muddy. Bad spills were of numerous occurrence and it was fortunate that this day's run called for a schedule of only 16 miles an hour, as compared to 19 or 20, which had been maintained on the previous days.

Both the Indian and Thor teams were each on the run for the Examiner's Cup, and were taking things very careful, endeavoring to avoid any accidents which might eliminate them; also watching their time and speed in order that they might not bump into a secret control behind or ahead of time, and it was a frequent occurence to see them stopped along the road waiting to get on schedule at times when they had been beating it too hard. But by this time the Indian team was ahead, due to the fact that one of the Thors had broken a seal at Algonquin, which penalized them 10 points. Just east of Elgin we found a secret control and both teams were given small penalizations. The rain was still pouring and all of the riders were a sight covered with sticky mud from head to feet. The bad falls have put the clothing of most of them in such shape that they would have been scarcely presentable in a drawing-room.

The control at Aurora, located at the garage of Charles E. Sohns, 28 Fox street, was reached at 1:51, and despite the handicap of the bad roads and rain, none of the riders was severely hurt with the exception of Popini, who had had a bad spill west of here and thought he had fractured his ribs, but it was found that he was only badly bruised and he continued the run into Chicago.

Vice-President Whitney, who up to this time had been riding his machine, had had enough of it and was given a seat in the official car, which continued the journey into Chicago and Aurora was left behind.

J. S. Tormey of the Indian team left the garage at Aurora and had proceeded down the street only a few hundred yards when he met with one of the narrowest escapes on the run. The pavements were wet and slippery and a street car was slowly moving in an opposite direction. Just as Tormey got opposite the car, he skidded and the rider and machine slid under the car and across the rails. The motorman, with good presence of mind, instantly applied the brakes and brought the car to a standstill. It was expected that Tormey would be taken out badly hurt, or at least that his machine would have been smashed, which would have meant the elimination of the Thor team, but, before anyone could reach him, Tormey was on his feet, dragging the machine out after him. It was found that the only damage that had been done was a bent pedal and a broken stand.

Several well applied kicks put the pedal back in place again and Tormey was on his way. The crowd gave him the glad hand as he disappeared in the distance.

The final leg of the run into Chicago commenced. With the exception of several riders who had minor difficulties, the last 40 miles was completed without further accident, with the exception of the tire car, which by this time had decided that it had about enough of this strenuous going. The pavements into Chicago were wet and slippery; the danger of skidding was ever present and while trying to avoid the street cars the tire car hit the curbing and put the front axle out of commission. This was only a mile from the New Southern Hotel and our anticipation of the pleasure of driving up in style was thus rudely dispelled. A great deal of credit must be allowed to the Goodyear tire car, which, with bulldog tenacity, had gone through the race in a position to keep the riders supplied with tubes and casings, the lack of which would have meant the elimination of many.

Mr. Cameron and the Bicycling World man, with other occupants of the car, reached the New Southern Hotel via the street cars, where all of the riders were found to be checked in.

The plans of the committee were to go from the New Southern Hotel to Riverview Park where the management had provided the eats, and where they were to be the guests of the Riverview Motordrome at the evening races, but the weather man in the Auditorium tower had decided otherwise. The heavy rain of the evening had put the Motordrome track in such condition that it would have been suicide to have attempted to ride upon it, so the trip to Riverview had to be abandoned. Many of the riders were not sorry for this, however, as the strain of early rising, bad roads and climatic conditions had gradually sapped their strength and most of them were ready to hit the bunk as soon as they could.

Upon the final checking up it was found that the Examiner Cup for trade teams had been won by the Indian team, composed of A. H. Crocker, S. W. Nicholson

and R. W. DuSell. The Thor team, composed of M. A. Graves, Harvey Bernard and J. S. Tormey, finished second by nine points. The road score of the Thor team was better than that of the Indian, but the 10 points' penalization which they received for breaking the seal at Algonquin proved their undoing. A great deal of credit is due the members of the winning team. Carefully nursing their machines through the bad roads, they got through with nothing against them, with the exception of being ahead or behind time at the secret controls. The Thor team also rode consistently all the way through. Where one would be found along the road, there would be the other members of the team lending assistance wherever necessary.

The American Cup for private owners was won by Arthur T. Barlass, riding an Indian machine, who came through with a perfect record.

The winning of the Indian team has been protested by Manager Roberts of the Chicago Thor branch on the grounds that the former team knew the location of the secret controls just west of Aurora on Sunday morning; that they were informed of these locations by George H. Crocker, member of the North Shore Club team, who, after passing the control, it is claimed, rode back and informed the Indian riders of the locations.

Members of the Indian team and also Mr. Crocker have made affidavit to the effect that this statement is not true, and the decision of Dr. Thornley, chairman of the F. A. M. Competition Committee, is awaited.

By winning the contest the Indian team now has two "legs" on the Chicago Examiner trophy, and another victory would give the Indian permanent ownership. The Thor has won the trophy once. In spite of the bad roads and weather conditions, 24 of the contestants checked in at the finish line, a remarkable showing under the conditions. Barlass, winner of the individual trophy, was the only private owner to make a perfect score.

The protest was based on the fact that George H. Crocker, a member of the North Shore Club team, turned back after he passed the first secret control, 32½ miles south of Milwaukee, and gave warning to his brother, A. H. Crocker, of the Indian team, regarding the location of this control. This fact was attested to by several witnesses, and the papers were referred to Vice-President Whitney, who was acting as referee. The members of the Indian team presented affidavits to the effect that none of them saw G. H. Crocker after leaving Milwaukee until they met him at the noon control in Algonquin and that they were not warned at any time of the location of any control.

After considering the matter, Vice-President Whitney decided that even if the Indian team had been warned no breach of the rules had been committed, as they were entitled to any information they could secure in regard to the location of controls, and hence nothing had been done to warrant their disqualification. It was decided, however, that George H. Crocker should not have turned back on the road, and he was disqualified.

The position of the riders at the finish was as follows:

Private Owners.

Name and Machine.	H.P.	Score.
Arthur T. Barlass, Indian	7	1000
Daniel Popini, Thor	4	999
W. W. Ingraham, Yale	4	995
C. B. Hull, New Era	4	978
Frank Zone, Thor	4	977
Edw. Becker, Harley-Davidson	4	975
James A. Turner, Merkel	7	970
Charles McCabe, Thor	4	935½
W. J. Mench, Pierce	5	930
W. T. Graves, Thor	4	902
John S. Kief, Excelsior	7	898
H. G. Pohl, Pierce	7	888
*George H. Crocker, Indian	5	816

*Disqualified.

Trade Teams.

A. H. Crocker, Indian	7	992
S. W. Nicholson, Indian	7	992
R. W. DuSell, Indian	7	992
M. W. Graves, Thor	4	993½
Harvey Bernard, Thor	4	992
J. S. Tormey, Thor	4	992½
A. R. Oberwegner, Yale	4	1000
S. J. Chubbuck, Yale	4	1000
Wm. G. Lauterbach, Yale	4	838

Excitement Galore on Newark Track.

Seven tandem teams whirling around a six lap saucer to the tune of two miles in 3:49⅘, a four cornered match race between the four acknowledged top notch sprinters of the United States, a novice race of 28 starters, in which were three spectacular tumbles, the ascent of a new amateur star, a referee very much on the job and sizzling hot finishes in every event except one heat of the match race, were just a few of the items served to over 8,000 bicycle fans at the Velodrome bowl in Newark, N. J., on Sunday, the 10th inst.

The match race, with Kramer, Clark, Goullet and Iver Lawson up, was served as the piece-de-resistance, but owing to the unsatisfactory riding of the first heat it lost much of its flavor, although the second heat went a long way to atone for the shortcomings of the first. When the riders got the word in the first heat all were exceedingly modest, none showing an inclination to lead. Finally Clark started and led slowly and cautiously for two and a half laps, then came to a halt with Goullet close on his rear wheel and practically standing on the back stretch. Then the half-expected happened; Iver Lawson jumped from the rear and started to dig, but it was not the vivid flash that followers of the game have learned to know and expect from the former world's champion. Lawson had arrived from Salt Lake City but a few hours previous and was also using a wheel of Macfarland's, his own not having arrived, consequently his jump had not the sting to it and the ever watchful Kramer, who had slipped around Clark and Goullet in their statuesque pose, went after the flying Swede, overtook him and jumped to the lead coming down the stretch, winning by a length. In the meantime Clark and Goullet agreed to disagree as to who should take the pace and ambled in to the finish in that order, where Referee Bardgett assessed each $10 for their "Alphonse and Gaston" act.

Paddy Hehir and Joe Fogler took advantage of a friendly pull from Eddie Root in the final lap of the mile handicap and finished one—two, and the latter quit coming into the home stretch, after delivering the two scratch men in front. The referee disqualified both, thereby moving up Mitten for first and John Bedell second; Brother Menus third.

Donald MacDougall won his novice in May of 1910, and shortly afterwards met with an accident in which he was seriously injured. After being away all the present season, he started for the first time on the 60 yard mark in the two-thirds mile handicap on Wednesday, 6th inst., and won. Handicapper Kelsey cut him down to 35 yards in the half mile of Sunday, and MacDougall showed his class by winning his heat and the final with speed to spare, and taking third to the veterans of the amateur class, Cavanaugh and Loftes, in the three mile amateur open.

The summary:

One mile handicap, professional—Won by Worth. L. Mitten (35); second, John Bedell (20); third, Menus Bedell (35); fourth, Fred Jones (65). Time, 1:55. P. O'S. Hehir and Jos. Fogler were disqualified by the referee for teaming with Eddie Root.

Four cornered match race, professional, one mile heats—First heat won by Frank Kramer; second, Iver Lawson; third, Alfred Goullet; fourth, A. J. Clark. Time, 2:55⅘. Second heat and race won by F. L. Kramer; second, Alfred Goullet; third, A. J. Clark; fourth, Iver Lawson. Time, 4:12⅗.

One-half mile handicap, amateur—Won by Donald MacDougall (35); second, Gus Wohlrab (30); third, James Muratori (60). Time, 0:57.

Two mile tandem, open, professional—Won by Walter De Mara and W. L. Mitten; second, E. F. Root and Jos. Fogler; third, Charles Stein and George Wiley; fourth, Al. Halstead and Peter Drobach. Time, 3:49⅘.

Two mile novice—Won by A. D. Dawson, Richmond Hill, L. I.; second, Russell Carmen, Jamaica, L. I. Time, 4:45⅗.

Two mile invitation, professional—Won by Norman Anderson; second, Willie Fenn; third, Ernest A. Pye; fourth, Pedlar Palmer; fifth, Dave Mackay; sixth, Percy Lawrence; seventh, Fred Hill. Time, 4:39.

Three mile open, amateur—Won by Frank Cavanaugh; secand, Alvin Loftes; third, Donald MacDougall; fourth, C. F. Ericson. Time, 6:23⅗.

Five mile open, professional—Won by Jos. Fogler; second, Alfred Goullet; third, P. O'S. Hehir; fourth, A. J. Clark; fifth, E. F. Root. Time, 9:55.

SIXTEEN EVENTS FOR ILLINOIS FAIR

Ambitious Plans Formed by State Committee for Two Days' Trial Meet—Many Rich Prizes Offered.

As a result of the great success of the races held on the same track on July 4th, the State Fair Board of Illinois has decided to hold motorcycle races on the Fair Grounds track during the annual state fair Friday and Saturday, September 29th and 30th. Without a doubt these races will be one of the "top-liners" in the way of a drawing card to the fair and will at the same time result in a new impetus being given the sport in and around the entire state.

It is particularly expected that the gold medal awards for the time trials against the track record, on each of the two days, will prove an attraction sufficient to enlist the efforts of the best riders, not only from the state itself but from points further distant.

The events scheduled are as follows:

Friday September 29th.

Five miles, private owners, 30½ cubic inches. Handicap open. Three silver cups.

Five miles, trade riders, limit 61 cubic inches. Three silver cups.

Ten miles, private owners, 30½ cubic inches. Three silver cups.

Twenty-five miles, trade riders' handicap, open, limit 61 cubic inches. Three silver cups.

Ten miles, trade riders' handicap, open, limit 61 cubic inches. Silver and copper cups. One bronze medal.

Three miles, mile consolation handicap, trade riders and private owners, 61 cubic inches limit. Tobacco jar.

One mile individual flying start against track record, :55⅗. Gold medal. All contestants who lower the track record will receive a gold medal. Limit, 61 cubic inches. Track record must be lowered to win.

Saturday, September 30th.

Five miles, private owners, 30½ cubic inches. Silver cup, copper cup, bronze medal.

Five miles, trade riders, handicap open, limit 61 cubic inches. Silver cup, copper cup, bronze medal.

Ten miles, professional, 30½ class; $50 $30, $20 cash.

Fifteen miles, handicap, trade riders, open, 61 inches limit. Silver cup, copper cup, bronze medal.

Ten miles, professional, 61 cubic inches; $50, $30, $20 cash.

Three miles, consolation, handicap, trade riders and private owners, limit 61 cubic inches. Tobacco jar.

One mile individual flying start against track record. Gold medal. Track record must be lowered to win. Entries may be made with J. H. McCrea, Watch Factory Park, Springfield, Ill.

Snappy Racing at Cortland Meet.

Perfect weather, a well policed track, a big crowd, no accidents, and a snappy program of eight lively numbers, gave Cortland, N. Y., one of the best Labor Day motorcycle meets held in the whole country. George Lockner, of Syracuse, riding a Merkel, shared the stellar honors with R. J. Bishop, of Rochester, who was Indian mounted, each man taking three firsts in the six races for which they were eligible. C. S. Teasdale, of Elmira, another Indian rider, was a consistent second prize winner, his work doing much to provide stirring finishes that brought the spectators up on their feet. The Cortland Motorcycle Club has the honor of fathering the meet, and Robert S. Morton, of New York, was the referee. The summary:

Two mile novice—Won by C. M. Fell (Excelsior); second, Burdick (Thor). Time, 3:01⅕.

Five mile, private owners—Won by R. J. Bishop (Indian); second, C. S. Teasdale (Indian); third, George Lockner (Merkel). Time, 6:24.

Three mile, private owners—Won by George Lockner (Merkel); second, Jud Gillespie (Thor); third, William Shields (Merkel). Time, 4:03⅕.

Ten mile open—Won by R. J. Bishop (Indian); second, C. S. Teasdale (Indian); third, Jud Gillespie (Thor). Time, 13:19⅕.

Four miles, trade riders—Won by George Lockner (Merkel); second, William Shields (Merkel). Time, 5:18.

Five mile—Won by George Lockner (Merkel). Time, 6:55.

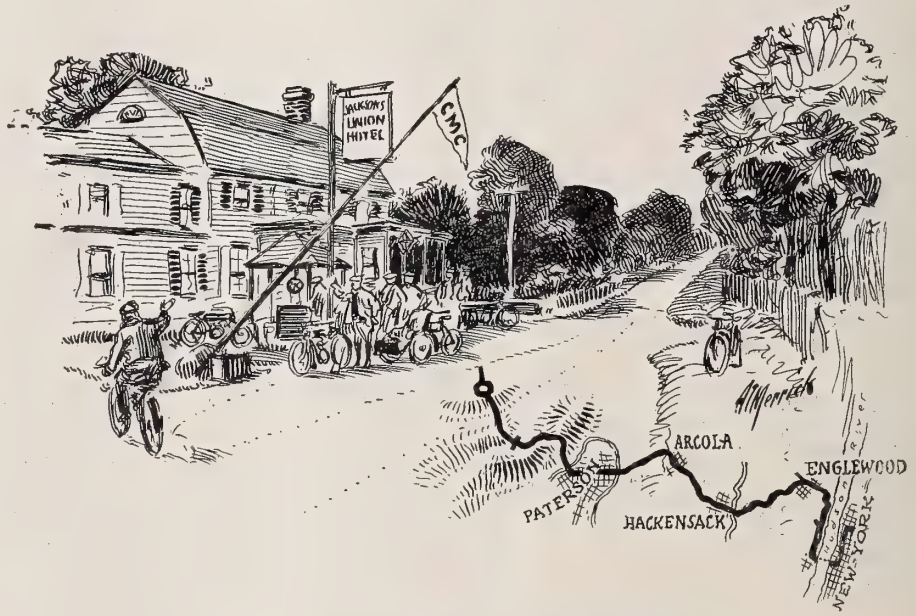
Three miles—Won by R. J. Bishop (Indian); second, C. S. Teasdale (Indian); third, G. Lockner (Merkel). Time, 3:59.

Time trial—R. J. Bishop (Indian), half mile, 38 seconds; mile, 1:15⅗.

FROLICKING ON NEW JERSEY ROADS

Concourse Club Forsakes Its Home, the Empire State, and Raids Apple Orchards Across the River.

With 11 motorcycles, a tandem, a tri-car, two automobiles and some open cut-outs, the members of the Concourse Motorcycle Club of New York stormed the "Chinese Walls" of New Jersey and rode over the Preakness mountains via Englewood, Hackensack and Paterson to Jackson's Hotel on Sunday, the 10th. The roads were good, some of them fine, with the exception of a half mile or so just before reaching the banks of the Passaic River at Paterson.



RUN OF CONCOURSE MOTORCYCLE CLUB

This poor section, however, is now being made over and should be ready in a week or less, judging from appearances. After passing through Paterson the road up and over the mountain is fine; hard and smooth, with nothing to check the speed on the long up-grade, except an occasional curve.

Adjoining the hotel is a particularly fine apple orchard and apples were ripe—that is, they were when the Concourse crowd arrived, and particularly ripe, at least, the one that landed on the collar of one of the occupants of the tri-car—whether there are any ripe ones left after the devastating rampage of the club members has not been reported.

After dinner the run was continued over the fine roads through Pompton, Bloomingdale to Charlottsburg and home by the same route. Those who enjoyed the run included A. M. Smith, C. L. Frobisher, H. Yost, George Heinig, H. Lebkowitz, J. C. Foley, Victor Nydale, W. A. McClellan, Leo Harburger, S. H. Newman, A. T. Merrick, M. P. Sullivan and wife, J. Blasovsky and wife, L. Restreto and E. Lesser and family.

F. A. M. OFFICIAL AT TORONTO MEET

But Does Not Stop F. A. M. Members From Riding—Trespassing Soldier Causes Triple Smash-up.

Two stirring motorcycle events and a couple of remarkable bicycle races helped materially to make up the program of the Canadian National Exhibition athletic and bicycle meet at Toronto on September 9th. The wheel contests included a ten-mile invitation and one mile exhibition motor race and one and three mile handicap bicycle events. A feature of the afternoon was the number of riders, no less than 37 facing the starter in the cycle handicap alone, while seven motorists had been asked to take part also. The entries included a half dozen or more pedalists from Buffalo, N. Y., while W. Staudt of Reading, Pa., and Frank Kerr, both members of the F. A. M., participated in the big gasoline race despite the warnings of the Federation.

Mr. Fred Hart, of Reading, Pa., a member of the Competition Committee of the F. A. M., was at the track side, but made no attempt to stop Staudt and Kerr from riding. In fact, he looked favorably upon their entry. He declared that he saw no reason why American riders should not be allowed to compete in Canada, and furthermore stated that he did not believe the F. A. M. would take any action in the matter. Five makes of machines were represented in the race, two, a Bradbury and a Triumph, being British made, while two Indians, two Reading-Standards and one Excelsior were also started. Kipp, the Canadian champion, and Kerr, both Indian riders, finished first and second in a rattling fine contest. Time, 13:58.

On a big single-cylinder Reading-Standard, geared 4 to 1 and with open port, Staudt made an attempt to better the track record of 1:18 for the mile held by Herb Kipp and failed by two seconds. On the first round Staudt's powerful mount got away from him and ran into the fence, but the only damage was a broken exhaust lifter. Handicapped in this way the little Dutchman made a re-start and came mighty close to the coveted mark.

The Buffalo riders scored a complete triumph over the Canadian cracks, Champion Walt Andrews included. The latter won his heat of the one mile race, but Joe Schieder took not only his heat, but the final, in which F. Schudt of Buffalo finished second and Watson of Toronto third. Time, 2:23.

Al Krushel, of Buffalo, starting from the 50-yard mark, captured the three-mile handicap, with J. Tanner, Buffalo, 50 yards, and L. Safford, Buffalo, 100 yards, second and third respectively. In this race a private of the Q. O. R. stepped out on the track directly in the path of Joe Schieder and Schudt of Buffalo and Gord McMillan of Toronto, all of whom had started from scratch and were making a desperate effort to catch the flying leaders, with the result that the three riders were hurled through space, landing in a lifeless heap with arms and limbs entangled in broken wheels. The soldier was knocked senseless and was injured about the head, while McMillan suffered a broken collarbone. Schieder lost two square inches of scalp besides receiving many cuts and bruises on his body and Schudt was rendered unconscious.

Bad Roads No Bar to Perfect Scores.

California motorcyclists certainly are hardy road riders, and it takes something unusually stiff to feaze them. This was demonstrated once more in the Los Angeles Motorcycle Club's first Quarterly Trial on the 27th ult., when 19 of the 23 starters finished with perfect scores despite very bad roads part of the way. The course was 196 miles, part of it over good roads, and part through deep sand and ruts. The riders easily kept ahead of the 20 miles an hour schedule laid out. Perhaps the feature of the run was the work of Erwin Knappe, a 110 pound youngster, who carried a heavy passenger on a tandem all the way. The perfect score class were as follows: A. H. Hegelson (Minneapolis); A. L. Judd (Indian); L. T. Clack (Indian); A. J. Menegay (Indian); Erwin Knappe and passenger (Indian); F. M. Chobe (Excelsior); G. L. Ledbetter (Excelsior); F. Johnson (Excelsior); C. H. Bruck (Excelsior); E. S. Burford (Indian); C. Briggs (Excelsior); J. Leonette (Indian); C. F. Pennypacker (Indian); H. B. Drollinger (N. S. U.); F. F. Everett (New Era); H. K. Clayton (Merkel); S. Smallcomb (Racycle); Lincoln Holland (M-M); H. Lightcap (Merkel).

Canadians Continue to Ignore F. A. M.

H. Jessop, an Indian rider of Flint, Mich., visited Toronto, Can., during Fair time and was an interested visitor at the September meeting of the Toronto Motorcycle Club when the question of affiliation with the F. A. M. was brought up. Mr. Jessop spoke on behalf of his fellow members in the federation and expressed the hope that the club would give any American experts who went to Toronto to race fair warning that they were running the risk of expulsion at the hands of the American governing body. The club decided not to ask the F. A. M. for a sanction for their championships, to be held this month.

Stauder Excels at Watertown, N. Y.

Watertown, N. Y., not only had motorcycle racing on Labor Day, but also on the succeeding Friday, the 8th inst., at the Fair Grounds, mixed in with automobile racing. Edward Stauder, of Rochester, on an Indian, was the victor on both days, winning the match from J. A. Bartello on Labor Day and capturing a five-mile race in 6:40 on Friday against Bartello and three other riders.

"OLD MEN" STIR BALTIMORE FANS

Give Hair-Raising Exhibition on Electric Park—Bossom Loses Pursuit Race After Desperate Battle.

Quite a motorcycle and bicycle carnival held the boards at Electric Park, Baltimore, Md., on Tuesday afternoon, 12th inst., at the meet given by the Maryland Motorcycle Club, and three unusual contests, in addition to the regular class of events, marked the program. The noveity motorcycle race afforded the most amusement of the afternoon, but the "old men's" motorcycle race and the hard fought bicycle pursuit race between teams of the Crescent Wheelmen and the Lafayette Wheelmen claimed a large share of the spectators' interest.

The two-mile novelty for motorcycles required that the contestants after riding one mile should stop and eat an ice cream cone before starting on the last mile. The way the men gulped down the cones indicated that even if they did not think that one swallow makes a summer they thought it makes a race. Dick Gintling, on an Indian, made his gulp the quickest, and was well away before the others went after him. He looked like a sure winner until a few feet from the tape Freddie Tiemeyer, on an Indian twin, overhauled him and won out.

It took 22 miles of the hardest kind of riding by the Crescent Wheelmen's team of three cyclists to overtake Lyell Bossom of the Lafayettes, who lost both his teammates before the eighth mile was over. Will and Gus Leimbach and Charles H. Thomas, constituting the Crescent team, worked together like one machine, trading pace, but Bossom plugged along on the opposite side of the track and held them at their distance until finally, at 20 miles, Thomas broke out in a sprint and after two miles of desperate digging, tagged him. It is a long time since a bicycle pursuit race has lasted such a distance, and enthusiasm over Bossom's game ride ran high.

Although it was more or less an impromptu affair, the "old men's" motorcycle contest was a hair raiser. Captain W. S. Fisher of the Baltimore Motorcycle Club was the winner, but he had to ride his head off to keep in front of the veteran Howard A. French, who beat out Dutch Dick Brenner for second.

Chief of the speed battles on the program was the two-mile heat race, best two in three heats, for 4-horsepower stripped stock machines. The first heat went to Gus Heins, Indian, in 2:44, with Fred Tiemeyer, Indian, second, and Matty Gault, Indian, third. The second heat was in 2:43, with Tiemeyer first, Heins second and Gault third. The run-off was at one mile, between Tiemeyer and Heins, the former outsprinting Heins to the tape. Gault's poor showing resulted from his having



RAMBLER CYCLERS OF BEAUMONT, TEXAS

worn all the knobs off his tires at the races in Washington. He skated and skidded so dangerously on the track that he was obliged to reduce his speed.

Two novice motorcycle numbers, for singles and twins, respectively, together with a two-mile bicycle handicap, rounded out the program. The summary:

Two mile novice, 4-horsepower single stock—Won by Harry Nagongast (Indian); second, Sam Ambach (Indian); third, Pratt Cooper (Excelsior). Time, 3:04.

Two mile novice, 5-horsepower twin stock—Won by Dick Gintling (Indian); second, Julian Hecht (Indian); third, Fred Wilkens (Indian). Time, 2:55.

Two mile heat race, best two in three heats—First heat won by Gus Heins (Indian); second, Fred Tiemeyer (Indian); third, Matty Gault (Indian). Time, 2:44. Second heat—Won by Tiemeyer; second, Heins, third, Gault. Time, 2:43. Third heat and match (one mile between two previous winners)—Won by Tiemeyer; second, Heins. Time, 1:16.

Two mile novelty, 50 cubic inches—Won by Fred Tiemeyer (Indian); second, Dick Gintling (Indian); third, Matty Gault (Indian); also ran, Gus Heins and Julian Hecht. No time taken.

"Old men's" motorcycle race—Won by W. S. Fisher (Indian); second, Howard French (Indian); third, Dutch Dick Brunner (N. S. U). Time, 2:59.

Two mile bicycle handicap—Won by Edgar Boehm, scratch; second, Lyell Bossom; third, Arthur Boehm. Time, 4:59⅗.

Australian pursuit team race—Won by Crescent Wheelmen; second, Lafayette Wheelmen. Distance, 22 miles. Time, 57:14.

Rains Stop Big Canadian Run.

Rather than go to ridiculous extremes in putting the riders through the whole contest in the face of impossible road conditions, the big Canadian 370-mile motorcycle endurance run, which started from Winnipeg, Man., on Saturday, 2nd inst., and which was to have ended in Winnipeg on Monday, 4th inst., was cut short at Neepawa, Man., on the 4th inst., just 130 miles from the finish. All the contestants arrived in Neepawa, but the heavy rains made the roads between that place and the home town so deep with mud that horses and automobiles as well as motorcycles were unable to get through. The motorcycles were turned over to a technical committee for examination as to their condition, as the awarding of prizes depended to some extent on the conditions of the machines at the finish. The report of the committee and the awarding of prizes is a matter attended with considerable delay, because so many of the contestants are on an apparently even footing. The chief award for the contest is the Dunlop trophy, which has been presented for annual competition by the Dunlop Tire & Rubber Co. The trophy is held by the winner for one year, and in addition he receives as a permanent gift a gold locket. A list of valuable minor prizes also is provided for the contest.

Mixed Races at San Jose Meet.

Bud Northrop was the loud noise at the mixed automobile and motorcycle meet at San Jose, Cal., on Sunday, 3rd inst. After losing the first heat of a five-mile match with C. Oberg, in which both men were on Indian 7 horsepower twins, Northrop retrieved himself by winning the second and third heats and the match. The fastest heat was the last, in which Northrop covered the five miles in 5:04⅕. In a 15-mile free-for-all handicap, Northrop was the winner from scratch with Oberg, also from scratch, in second place, and Reade, a 45 seconds man, on an Excelsior, third. The time was 15:22.

Successful Labor Day Run of Newark Club.

Fine weather and fine roads favored the 12 hour reliability run of the New Jersey Motorcycle Club from Newark to Atlantic City and return, on Labor Day, and helped largely toward the accomplishment of perfect scores by 18 of the 23 starters. Among the starters were three ladies, passengers in tandem seats, and two of them finished. Mishaps were few, as is apparent from the big high score, and the easy schedule also favored those who had any tinkering to do on the road. Starting from Newark at 5 A. M., the riders had five hours to reach the seaside, where a two hour stop for dinner and rest was scheduled. The return began at 1 P. M., and the advance guard reached Newark at 6 P. M. Heavyweight honors went to J. B. Simons, of Wilmington, Del., a 240 pound veteran of the F. A. M. tour, who made the 260 mile run on Labor Day with ease. Howard Hill, one of the contestants, was separated from $25 by a Jersey "justice" for exceedin' the speed limit, "b'gosh." The Yale team, consisting of Stevens, Truppner and Riechey, duplicated their perfect score feat of the 24 hour spring run. The medal winners are as follows: A. Mackey (Merkel); P. W. Stevens (Yale); G. H. Riechey (Yale); H. G. Truppner (Yale); H. Nichol (Yale); H. Wright (Excelsior); H. E. Sill (Indian); I. A. Melton (Emblem); J. B. Simmons (Indian); S. Beach (Excelsior); P. Drummond (Indian); J. O. Rhodes (Excelsior); W. Babb (Pope); H. Scott (Thor); George Baar-Winifred Looke (Excelsior tandem); John W. Terhune-Marjorie Fisher (Excelsior tandem).

Real Amateurs Race at Aberdeen.

Charging no admission to the public, and its members racing in hot rivalry for no material prizes whatever except in one event, the Aberdeen Motorcycle Club of Aberdeen, S. D., gave a fine bona-fide amateur race meet on Labor Day at the new motorcycle track in the south part of the city. The club was organized only four days before, and the 14 members chose a holiday race meet to herald to the public their existence as an organization. Only in the five-mile race were prizes awarded. The summary:

One mile—Won by F. Ingersoll; second, Oscar Olson; third, Dan Song; fourth, F Pasch. Time, 1:32.

Two miles—Won by F. Ingersoll; second, P. Burkhardt; third, Dan Song; fourth, F. Pasch; fifth, Oscar Olson. Time, 3:00.

Three miles—Won by Oscar Olson; second, F. Pasch; third, D. Song. Time, 5:37.

Four miles—Won by Oscar Olson; second, P. Burkhardt. Time, 7:02.

Five miles—Won by Oscar Olson; second, F. Ingersoll; third, J. S. Mitchell. Time, 7:33.

Ten miles—Won by Oscar Olson; second, F. Ingersoll; third, P. Burkhardt; fourth, Dan Song. Time, 15:02.

Beck Wins 15-Mile Race at Joliet.

Getting away to a poor start, Frank Beck, on an Indian, won the 15-mile motorcycle race held in connection with trotting races at Ingalls Park, Joliet, Ill., on the 29th ult. His time was 18:15. A. Eyman, Indian, was second, and Grover Cooley, Merkel, came in third.

DE ROSIER BEATEN BY AN EYELASH

Wolters Rides Sensational Race at Chicago and Judges Declare Him Winner—Rain Stops Sunday Meet.

Motorcycle racing in Chicago has reached a stage where speed alone is but a minor factor and is of value only when coupled with diplomacy and nerve sufficient to qualify the possessor for a seat in the president's cabinet. This was demonstrated before the big Saturday night throng September 9th when "Jake" De Rosier, "Joe" Wolters and Charles Balke locked handlebars in the final of the Carter H. Harrison Sweepstakes, the last number on the evening's program.

The distance was seven miles with five qualifiers, including Edwards and Samuelson, and the trio named above. Edwards did very well until he was crowded so high on the track that he was circling the upright fence which keeps the riders and spectators from mingling, then he gave up, while Samuelson had found the pace too speedy for night riding. Meanwhile De Rosier, Wolters and Balke were traveling like the wind, the first mile, being covered in less than 42 seconds, and from a rather bad start. Mile after mile was reeled off with first one and then another in the lead, until Balke, too, was crowded up until he rode the perpendicular fence, while the spectators gasped for fear that he would be killed. Balke's nerve held out, however, and by supreme effort he all but overtook the De Rosier-Wolters pair riding as one man, for they were so close that their arms locked, and no man living could have sworn which front wheel shaded the other at the tape. The judges said Wolters won, and the decision stood, but there was a popular notion that De Rosier won by a very narrow margin—say about a thousandth part of an inch. Such a race is generally won in slow time, but the watches showed 4 minutes 59⅗ seconds for seven miles. It is safe to wager that Wolters, De Rosier and Balke all made the distance in less than 5 minutes flat.

Earlier in the evening 5 minutes flat was Wolters' time for seven miles, in the opening professional race of the night, and the two races are the first in which better than 5 minutes have been made at Riverview. De Rosier was second in that race, too, with Edwards, on a Merkel, third.

An invitation race at three miles between the Samuelson brothers and Walsh, was won by William Samuelson, with Theodore Samuelson second, and Walsh third. All three rode Indians.

H. P. Mitchell on an M. M. won the five-mile amateur handicap, the opening event of the evening.

The Saturday evening program finished the night riding at the stadium, as rain prevented racing on Sunday evening. For a few weeks races will be held on Saturday and Sunday afternoons until the weather forbids.

The summaries: Five-mile amateur handicap, won by H. P. Mitchell (M. M.), second, T. Shaw (Thor); third, George Johnson (Harley-Davidson). Time, 5:31.

Seven mile professional, Country Club Sweepstakes—Won by Wolters (Excelsior); second, De Rosier (Excelsior); third, Edwards (Merkel). Time, 5:00.

Three mile invitation—Won by William Samuelson (Indian); second, Theodore Samuelson (Indian); third, Walsh (Indian). Time, 2:15⅘.

Seven mile professional, Carter H. Harrison sweepstakes—Won by Wolters (Excelsior); second, De Rosier (Excelsior); third, Balke (Excelsior). Time, 4:59⅗.

Dippman and Gorby Win at Mansfield.

George Dippman and Fred Gorby were the whole show at the race meet of the Mansfield (O.) Motorcycle Club, at the fair grounds, on the 27th ult. Dippman captured everything in the single class, while Gorby cleaned up in the twin division. At the windup, the two class winners met to evolve an all 'round champion for the day, and of course Gorby with his twin took the title. Preceding the meet the contestants paraded around the track. The pursuit race was the feature, it requiring hard riding on the part of Dippman to wear down the others. Summary:

Five mile, singles—Won by Dippman (Haverford). Time, 7:40.

Five mile, twins—Won by Gorby (Thor); second, Baker; third, Gardner. Time, 8:51.

Half mile free-for-all, bicycle—Won by Leo Yuncker. Time, 1:29⅗.

Unlimited pursuit—Won by Dippman (Haverford). Distance, 4 miles. Time, 5:22¼.

Two mile novelty—Won by Dippman (Haverford). Time, 5:59¼.

Eight mile, twins—Won by Gorby (Thor); second, Baker. Time, 12:41.

Eight mile, singles—Won by Dippman (Haverford). Time, 12:06.

Two mile match, Dippman vs. Gorby—Won by Gorby. Time, 3:00.

Baker Rides Another Fast Century.

Doing another of his famous long distance track performances, E. G. Baker of Indianapolis, Ind., whirled out 100 miles in 2 hours 9½ minutes, on Sunday, 10th inst., at the mile dirt track in Richmond, Ind. He continued until he had covered 118½ miles, for which his time was 2 hours 34 minutes and 35 seconds. Although there are no such things as dirt track "records" officially recognized, since board track performances are so much faster, it is claimed for Baker that his time for the 100 miles on a dirt track, which he made on a 4-horsepower Indian, is the fastest known. After the big non-stop race in which Baker was the star, various local riders had a chance to show the 3,000 spectators what they could do in competition. C. N. Cook, 4 Indian, captured the five mile event in 6:29 and Walter Shute the 10 mile in 10:35.

OLD ORCHARD RECORDS A DELUSION

Wonderful Speed on Beach Proves Very Ordinary After All—Practical Joker "Shifted the Barrel."

Going to bed under the fond impressions that their two days' riding had netted them some world's straightaway records, Charles Gustafson and F. E. Domina arose one morning last week at Old Orchard Beach, Me., only to learn that it was all a dream. This pair, together with several other riders from Rhode Island, went up to Old Orchard for the motorcycle events in connection with the three day automobile meet on the 4th, 5th and 6th. Gustafson did not arrive until the 5th, owing to a previous engagement, but the others were on the job during the entire meet.

First delusions that the beach must be wonderfully fast were created on Monday when Domina rode a five mile exhibition in 3.28, which was said to be a world's record. The motor cars also were walloping Father Time in great shape and that night the fast work was the sole topic of conversation at the hotels.

On Tuesday, when Gustafson arrived, another record seemed to have been broken, when it was announced that he had covered 10 miles in 6:29. The motor cars were also making Father Time take the count and then some. The course was on the beach, over a 2½ mile stretch to a barrel, and return, making five mile rounds it was supposed.

However, somebody got to thinking that it might be well to verify the length of the course, and this was done early Wednesday morning. Then it was discovered that the barrel had been moved and that the course was one mile short each way, or two miles all told, so that it actually measured only three miles instead of five. When this cheerful information was transmitted to the holders of the supposed new records their joy was below zero.

On Wednesday, the last day of the meeting, the course was very soft, and before noon it was announced that no races would be held on account of the condition of the course. Nevertheless 6,000 people came out to the beach and finally the last day's program was put on. In the five mile professional both Domina and Gustafson fell while making the turn, having struck soft spots. Gustafson was severely shaken and Domina received a deep gash in the face. They were out of competition for the rest of the meet, leaving only two amateur events to be run.

Summary:

First Day—Monday, 4th.

One mile special—Won by F. E. Domina (Indian); second, H. Moore; third, J. K. Crawford (Indian). Time, 0:51.10.

Five mile exhibition—F. E. Domina (Indian). Time, 3:28.

Second Day—Tuesday, 5th.

One mile professional—Won by Charles Gustafson (Indian); second, F. E. Domina (Indian); third, J. K. Crafford (Indian). Time, 0:49.

Five mile open, trade riders—Won by H. A. Moore; second, L. Zilch; third, J. A. Moore. Time, 5:14.

Ten mile professional—Won by Charles Gustafson (Indian); second, J. K. Crafford (Indian). Time, 6:29.

Third Day—Wednesday, 6th.

Two mile open, trade riders—Won by G. A. Brown; second, J. A. Moore; third, L. Zilch. Time, 2:29.

Five mile open, trade riders—Won by J. A. Moore; second, G. A. Brown. Time, 6:01⅘.

Jacobs Surprises Springfield (O.) Fans.

Jacobs was the star at the meet of the Springfield (O.) Motorcycle Club on Labor Day, taking six firsts with a New Era, which is somewhat surprising, as this machine never has been entered to any extent in racing heretofore. The three remaining events, which Jacobs did not annex, were divided on a two and one basis between Grisso, Harley-Davidson, and Rementor, Merkel.

Summary:

Three mile, 30½ inch class—Won by Jacobs (New Era); second, Taylor (Emblem); third, Rementor (Merkel). Time, 4:14.

Four mile, private owner, 50 inch class—Won by Grisso (Harley-Davidson); second, Augustus (Thor); third, Rementor (Merkel). Time, 5:11⅘.

Five mile, 50 inch class—Won by Jacobs (New Era); second, Taylor (Emblem); third, Rementor (Merkel). Time, 6:37⅕.

Four mile, private owner, 30½ inch class—Won by Grisso (Harley-Davidson); second, Rementor (Merkel). Time, 6:05⅖.

Eight mile, open, 50 inch class—Won by Jacobs (New Era); second, Smith (Emblem); third, Rementor (Merkel). Time, 9:45.

Three mile open—Won by Jacobs (New Era); second, Taylor (Emblem); third, Rementor (Merkel). Time 4:02.

Fifteen mile free-for-all—Won by Jacobs (New Era); second, Taylor (Emblem); third, Smith (Emblem). Time, 20:03⅖.

Three mile, belt machines—Won by Rementor (Merkel); second, Grisso (Harley-Davidson); third, Hornberger (Merkel.) Time, 4:16⅗.

And Still It Was No Endurance Run!

Joining the ranks of vacationists a la motorcycle, A. H. Cooledge, Donald McKie and G. B. Sisson left Atlanta, Ga, on Saturday afternoon, September 2nd, for New York, and arrived at their destination on the 9th, having traveled 1,139 miles and yet ready to go back over the same distance. They remained in New York, however, for five days, sailing for home, via Savannah, on Friday.

Leaving Atlanta at 1 o'clock on the afternoon of the 2nd the riders reached Lavonia, a distance of 107 miles, by night. The next day they rode as far as Charlotte, N. C., 187 miles, and followed this up on Monday with a ride of 145 miles to Rocky Mount, Va., Tuesday the night stop was at Harrisonburg, Va., 162 miles; Wednesday, York, Pa., 176 miles; Thursday, Philadelphia and Atlantic City, 176 miles; Friday, 97 miles, and Saturday they rode 89 miles over the fine New Jersey roads to and around New York.

The riders found the roads fine all of the way with the exception of crossing the mountains in Virginia from Martinsville to Roanoke. It took them just five hours to cross these mountains, a distance of 60 miles. It was necessary for them to cross several creeks, some of them knee deep, and at one point Cooledge's machine sunk in quicksand up to the hubs, causing some hard, quick work to extricate it. Coming up the Shenandoah Valley in Virginia a toll of 2 cents per mile was charged. Fortunately they had fine weather all of the way. All three rode Excelsiors; Cooledge a twin, with Spartan Belt, Ajax tires, Eclipse pulley and Herz magneto. He had but one puncture during the entire journey, just 19 miles out of Philadelphia. Sisson was on a Battery Excelsior, with Ajax tires, and had neither a puncture nor mechanical trouble. McKie rode a magneto Excelsior with Morgan & Wright tires and had three punctures. His machine had covered 8,000 miles previous to starting out on this trip.

Bowman Wins "City Championship."

To determine really who the "city champion" is the motorcyclists of LaPorte, Ind., fought it out at the fair grounds on Friday, 1st inst., in a race provided for them in the Agricultural Association doings. According to the results of the contest, the "city champion's" name is Bowman, and he has a $25 loving cup from the association to prove his right to the honor. Kanney and Carpenter received merchandise for finishing in second and third places, respectively.

Fourteen Receive Gold Medals.

Fourteen of the 23 starters in the 150-mile reliability run of the Rochester (N. Y.) Motorcycle Club on the 27th ult., finshed with perfect scores. They will receive gold medals, while the survivors who were penalized will be given silver and bronze medals, according to their scores. The route was through Sodus, Newark, Canandaigua, Lima, Avon, Scottsville and home.

Mud Spoils Wichita Clean Scores.

Slathers of mud obliterated all perfect scores in the second of the two-day endurance run undertaken by the motorcyclists of Wichita, Kan., on the 3rd and 4th inst., to Topeka and return. Of the 14 riders who started out for Topeka on the first day, only six had perfect scores on reaching there, although everybody arrived before supper and in fairly good shape. It was the latter part of the return journey that did the mischief, where a 20-mile stretch of paste compelled all but three of the 14 tourists either to lay up in Emporia or ship their machines on the railroad. The three who got through were Paul Garst, Thor; Carl Blades, Harley-Davidson, and Ray Weishaar, Indian. They took to the Santa Fe railroad tracks and bumped it over the ties until they got past the bad stretch. All three had perfect scores until this exigency overtook them. It had been the intention to give medals to perfect score winners, but as there were no perfect scores it is probable that there will be no medals. Despite the mud blockade on the homeward trip, everyone voted the run a great success in point of adventure and fun, and it is expected that a still longer run will soon be held.

Eight Perfect on Akron (O.) Run.

Happy hearts beat in the breasts of at least eight of the 12 riders who were in the Akron Motorcycle Club's two-day run from Akron, O., to Columbus and return, when it was announced that the fortunate eight htd made perfect scores. The run, which took place on Sunday and Labor Day, 3rd and 4th inst., was over a distance of 320 miles, and was successfully negotiated at a schedule averaging about 17 miles an hour. The perfect score gold medal winners are Ralph Wilcox, Edward Gammeter, Harley Sutter, Herman Kraft, Leo Bertele, Charles Starner, Bert Waltz and Henry Wagoner. Ignition trouble delayed Alger Maranville and Clyde Mitchell tarried a while in a ditch, but they both got through with a score better than 900 points, so they will receive silver medals. The two who were detained beyond the prize winning limit were H. G. Little, who had engine trouble, and J. J. Blank, who took a tumble that placed his machine hors du combat. Five non-contesting riders went along with the others, and managed to stick with them up to the end.

Too Much Water on St. Louis Run.

Not having fixed things with the weather man, the St. Louis Motorcycle Club of St. Louis, Mo., had a rainstorm drop on it when giving its Labor Day 250-mile run to Hannibal, Mo., and return. The roads carried so much water that only five of the 15 starters were able to finish, and of these only two got through without outside assistance, thanks to their free engine clutch equipment. First award was given to William Flesh, on a 4-horsepower Indian, while second honors went to John Hurck, riding a 7-horsepower Indian twin. Something of of a wrangle arose as to the awarding of prizes to the three who got through with help, the trio including the two Kalhorn brothers and J. P. Williams, but as they finished the entire distance they were given tokens of reward.

MILE-A-MINUTE AT SAVANNAH

Shrivalle Covers 18 Miles of Georgia Roads in 18½ Minutes—Dodge Wins the First Event for Singles.

Two exciting motorcycle road races, one for singles, the other for twins, and each over an 18 mile route, were run by the Savannah (Ga.) Motorcycle Club on Labor Day, before a crowd of 1,500 people. The course was 3.7 miles. In the single class, J. E. Dodge, Indian, was returned the winner, at a 57 mile average. His time was 19:55 for the 18 miles. J. E. Mosher, Indian, finished second, and T. L. Potts, Excelsior, was the third man home Faster time was made in the twin class, the winner, Desse Shrivalle, Indian, being clocked in 18:35. The finish in this class was close, the second man, Keck, Merkel, being but five seconds behind the winner. Saxon, Merkel, finished third. The winner of each class will be awarded a $50 trophy.

Hodge, the winner of the single race, turned the fastest lap, 4:00 flat, and from the outset looked like the winner. He gained on the field on each lap, and his ultimate victory hinged on freedom from mishaps. There was more action in the big race, and some accidents as well. Just after turning a fast lap Chester Story misjudged a turn and went over at high speed. He received a broken leg and possible internal injuries. Some of the most fiendish daredevil riding ever seen in Savannah was displayed by H. A. Keck, on the Merkel. At the start of the twin race he cut out a terrific pace, and threw caution to the winds. This put him up front and he stayed there until the third round, when Shrivalle, who was running steadily in second place, ousted Keck from the leadership. For the rest of the race this pair engaged in a slashing duel from which Shrivalle emerged the winner by five seconds. After the races an exhibition race was put on but had to be called off on account of rain after one lap was run. Mosher rode this lap in 3:47, a local record.

Two Days' Racing at Tampa, Fla.

With a road race in the morning and track racing in the afternoon, Tampa, Fla., enjoyed a very motorcyclistic Labor Day. The morning's road race was straightaway from the corner of Lincoln and Grand Central avenues to a point near the town of Sutherland and return, a distance of 44 miles, which the winner, Frank Nelms, on an Indian, finished in the net elapsed time of 53 minutes and 20 seconds. The three succeeding positions were claimed, in order, by Wallace, on an Excelsior; Dekle, on a Curtiss, and Stephens, riding an Excelsior. Four of the eight starters finished before the race was declared ended, the other four riders having been delayed with tire troubles and minor mishaps. For his victory Nelms became the possessor for one year of the club cup, which last year was won by Phil Kennard.

In the afternoon some 2,500 people gathered at the Tampa Bay race track for the track events, which were run off without a hitch, but with plenty of excitement and several spills. Carl Torres, Harley-Davidson, and J. Marsicano, Harley-Davidson, divided the principal honors, with two races each, while Nowlan, on a Yale, rode down all his rivals in the pursuit race. The summary:

Five miles—Won by Carl Torres, Harley-Davidson; second, J. Marsicano, Harley-Davidson; third, L. Torres, Harley-Davidson. Time, 7:52.

Ten miles—Won by Carl Torres, Harley-Davidson; second, J. Marsicano, Harley-Davidson; third, Nowlan, Yale. Time, 13:48⅗.

Won by J. Marsicano, Harley-Davidson; second, Nowlan, Yale; third, Weaver, Harley-Davidson. Time, 7:06.

Fifteen miles—Won by J. Marsicano, Harley-Davidson; second, Nowlan, Yale; third, Weaver, Harley-Davidson. Time, 19:42.

Pursuit race—Won by Nowlan, Yale.

Texas Championship Race Protested.

Championships of the State of Texas, at 10 miles and 15 miles, respectively, were the big issue at Taylor, Tex., on Monday, 4th inst. The 15 mile event was for professionals, and was won by Herbert Noll, of Dallas, who straddled a 5 horsepower Indian twin. His only rival was H. Cunningham, of Austin, who piloted a Thor 4 horsepower single. Noll gained such a lead toward the finish that he stopped for oil, and still had a lap to spare at the end of the fifteenth mile. His time was 20:55¾. Three contenders lined up for the ten mile amateur state championship. Wilmer Richards, of Dallas, on a 5 Indian twin, finished first, with O. P. Heikins, of San Antonio, following on a Thor IV, and M. Horner, of Austin, on an Excelsior, coming in third, the time being 13:40. A protest was lodged against Richards, on account of an alleged advantage given him at the start, so the winner's name was withheld until the referee could investigate the justice of the complaint. Chink de Griffe, one of the contestants in the subsequent event, took a tumble which caused but minor injuries. A bicycle race at one mile resulted in a victory for Richard Mader. The summary:

Five mile professional, open—Won by Herbert Noll, Indian; second, H. Cunningham, Thor; third, Ed. Locust, Indian. Time, 7:20.

Five mile amateur handicap—Won by O. P. Heikins, Thor; second, M. S. Horner, Excelsior. Time, 7:50.

Ten mile professional—Won by Herbert Noll, Indian; second, T. B. Lucas. Time, 14:17.

Ten mile amateur handicap—Won by O. P. Heikins, Thor; second, M. Horner, Excelsior. Time, 13:54.

TAFT SHOWS SPEED AT SEATTLE

In Fact, There Were Two Fast Tafts Among Those Present—Big Crowd Sees Spectacular Racing.

Speed, skill and daring, with no accidents to mar, marked the motorcycle races at Madison Park speedway, Seattle, Wash., given under the auspices of the Seattle Motorcycle Club on Labor Day, September 4th. A. G. Taft, the diminutive rider of the 4 horsepower Excelsior motorcycle, was the sensation of the day, winning three firsts and one second. Among his firsts was the 100-mile race, which he negotiated in the fast time of 2 hours 1 minute 24⅗ seconds. In this event some of the prettiest racing of the day was exhibited between Taft and A. H. McQuesten on his Indian. McQuesten got off in the lead and maintained his position during the first quarter of the race. Taft then lapped him, and a contest, continuing over 10 miles, was witnessed that was fought every foot of the way. By making the turns closer to the rail than McQuesten Taft finally pulled into a safe lead from which he was never headed. D. C. Cline, riding the same make of machine, breezed in second, while McQuesten took third honors. During the entire 100 miles but one rider fell from his machine and he was unhurt. This was W. Woehlke, and he remounted his machine and continued the race.

The first race, a five-mile event, amateurs and stock cars, went to D. C. Cline on a 4 horsepower Excelsior in 6:05⅕, with A. G. Taft, on a similar machine, two-fifths of a second behind. George A. Valentine on a 4-horsepower Harley-Davidson was third.

A. G. Taft took the second event, a five-mile amateur race, on a 6-horsepower Excelsior, in 6:29⅗ He repeated his victory in the next, a 15 mile event, winning in the fast time of 18:28⅘. A. E. Godfrey, of Vancouver, was second, and Art Moncriess third. Taft continued his winning in the fourth event, a 10 mile Australian pursuit race. In this race the riders were stationed around the track about one-sixteenth of a mile apart. As fast as a rider was passed by another he was forced to fall out. The only two riders to finish were W. G. and A. G. Taft. The fifth event, unknown distance under 10 miles, was won by H. Palmer with A. Seels second and W. Woehlke third. W. G. Taft took the sixth event, a five-mile handicap race, in 6:46, with H. Palmer second and C. Hamilton, third.

A. Seels captured the five-mile amateur race in 6:21 with W. Woehlke second and H. Palmer third.

George A. Valentine won the five-mile private owner race in 6:26, winning from Godfrey in an eyelash finish.

Officials of the Motorcycle Club united in declaring the meet a great success.

GIVE CYCLE PATH PARADE PRIZES

Officials of Greater New York Cyclists' Association Make the Distribution—Plans for the Future.

Prizes to the number of 28 were distributed to the winners of awards in the Coney Island Cycle Path parade of Labor Day, at Avon Hall, Bedford avenue and Halsey street, Brooklyn, at an open meeting of the Greater New York Cyclists' Association, held for the purpose, on Monday evening, 11th inst.

In the report of the chairman of the parade committee, read just previous to the distribution of the prizes, a number of excellent points were brought forward and expressed. Mr. J. A. Hall says in that report in part:

"It is with a great deal of pleasure and satisfaction that the parade committee reports not only progress, but success—and SUCCESS spelt with capital letters—due to the active work and interest of every one connected with this association, but to one in particular who has worked unceasingly from the very start and even before this association was started, for it was he to whom the credit is due for the entire matter—William Wallace Davis.

"In this connection I also desire to call your attention to another, and one known not only locally but also wherever cycling and its younger brother sport, motorcycling, has been followed to any great extent during their existence in this section of the United States, Mr. Will R. ("Happy Days") Pitman; to whose efforts are due by far the larger portion of the donations and contributions from the various sources of support which answered his appeals in such generous measure. "Happy Days" desires me to express his sincere regrets for his inability to take an active part in the parade of Labor Day; his absence being due to the fact that in pursuance of his duties as official F. A. M. referee, he was given an assignment to a race meet at Washington, D. C., obviously rendering impossible his participating in the parade.

"The parade itself was a surprise to everybody, with no exceptions. The riders assembled promptly and the start was made at 3:15, promptness unusual even in military parades. The riders for the most part were neatly attired and rode as quietly and kept their alignment, particularly in passing the reviewing officer, as well as any military company could. In the motorcycle division, not an open muffler was heard at any time by the grand marshall or the judges. For the period of time in which all this was worked up, it is no less than remarkable, and the thanks of this committee is hereby extended, not only to those herein mentioned, but to every rider in the entire assembly.

"The starting gun has been fired, and once more, as in so many other things, from the city of New York. Newspapers all over the country are reporting this great event. The opportunity of recent years is now open to the dealers and every one who desires to promote the healthful sport of cycling. The greatest healthy boom that cycling has ever had in Brooklyn and around New York can be developed from this point. Shall we let the opportunity slip by or shall we consider this simply as the starting gun for further activities in and around this great city? In practically every other large city of the country, bicycle and motorcycle racing is carried on steadily for the great benefit of the sport on the whole, and we can do it in New York, if we will.

"We can reclaim the entire cycle path, if we will, and see that it is kept in good condition at all times. We can successfully demand that the necessity of automobilists crossing the path, thus endangering the lives of every one that rides on it, particularly our boys and girls, be done away with, if we will. Are we going to simply sit back now that we have started and let the interest die, or shall we in the great strength shown on Labor Day, 1911, demand and see that we secure our rights? It is for every one here and every one interested in the sport to answer.

"Before I close this report, it seems fitting that the thanks of this committee is due the press for opening its columns to us at this time as they have, and particularly the Brooklyn Eagle, through Mr. Yeager, the sporting editor, for his many courtesies, and Mr. Gunnison for the thousands of badges presented to the association for use of participants in the Labor Day parade.

"Let this be the rallying gun for cyclists and motorcyclists in and around New York. Let us arouse the sport as never before. The opportunity is here. Let us grasp it."

Immediately following the reading and reception of the report, the announcement was made that suggestions had been received from a number of quarters that the Greater New York Cyclists' Association continue on with the work for the general advancement of the interests of all concerned and with that object in view call a meeting in the immediate future to consider the proposition of promoting a mixed race meet for motorcycles and bicycles on Brighton Beach track at some convenient date, preferably Columbus Day, October 12th.

The prize for the motorcycle club having the largest number of members in line, a "U. and H." master magneto, donated by the J. S. Bretz Co., was awarded to the Linden Motorcycle Club of Brooklyn. For the second largest number, the M-M Club, Brooklyn, received an Eclipse free engine pulley, donated by the Eclipse Machine Co.

To the bicycle club having the largest number of members in line, the Century Road Club Association was awarded the larger of the two Luna Park cups, donated by the manager, Mr. Fred Thompson, of that resort. The Atlas Wheelmen, the youngest cycling organization of Brooklyn, received the second cup, for having the largest and most attractive turnout.

In the prizes to the various individual classes, the grand prize, a handsome silver loving cup, donated by the Pope Manufacturing Company, was won by Louis Longstreet Koelch, of Brooklyn, for the best decorated wheel. Blue and pink ribbons were awarded by the judges to those whose outfits in both motorcycle and bicycle divisions were considered of special merit, points being estimated on decorations, fancy dress and special features, the blues to have the higher valuation.

In apportioning the donated prizes to the ribbon holders, there was found to be such a diversity of values and variety of choice that the committee finally decided to divide the prizes in two lots in proportionate values of five and three and distribute them according to drawing. This plan was announced and was received with unanimous consent of all concerned and the prizes distributed accordingly.

The winners of the awards in the individual class, the corresponding prizes, and donators, are as follows:

Blue Ribbon awards, motorcycle division—Dr. and Mrs. Gainfort, pair Kokomo tires, D. P. Harris Hdw. Co.; Miss Ethel Palmer, Brooks motorcycle saddle, E. J. Willis Co.; H. J. Boxall, Columbia gas headlight, E. J. Willis; Mr. and Mrs. O'Donnell, pair M. & W. tires, Julius Bindrim. Bicycle division—W. Thompson, pair tires, Park Row Motorcycle and Bicycle Supply Co.; Edw. Rollhaus, R. H. Stoll medal, Robt. H. Stoll; Edith R. Schwalbach, Eclipse coaster brake, Eclipse Machine Co.; Miss Eva Bindrim, pair tires, M. Worksman & Co.; James T. Miller, Corbin coaster brake, Corbin Screw Corp.; Arthur Schwalbach and Andrew Wilson, pair Nobby Tread tires, City Supply Co.; E. Kuster, pair Hartford tires, U. S. Tire Co.; Wm. Heinemann, pair Elk tires, New York Sporting Goods Co.; Harry Pottle, Dieges and Clust medal, Chas. J. Dieges; Wesley Kornder, Searchlight lamp, Bridgeport Brass Co.

Pink Ribbon awards, motorcycle division—Miss Ethel Crown and P. F. Edgar, Veeder cyclometer, Veeder Mfg. Co.; Mr. and Mrs. O'Besano, pair handlebars, J. S. Leng's Son & Co.; Mr. and Mrs. W. Erath, motorcycle pump, Cortlandt Cycle Co.; Mr. and Mrs. H. Cordes, Persons saddle, Person Mfg. Co.; Mr. and Mrs. H. Juenger, Columbia lamp, Broadway Bicycle and Supply Co.; Mr. and Mrs. H. Savery, siren horn, Cortlandt Cycle Co. Bicycle division—Meyer Fells, Persons saddle, Persons Mfg. Co.; E. Keiderlung, order for sweater, Park Row Cycle and Auto Supply Co.; Arthur Gatta, bicycle tire, Chas. E. Miller; Miss Rena Hopkins, bicycle tire, Chas. E. Miller.

LA ROSSA MAKES CENTURY RECORD

Rides 100 Miles of C. R. C. A. Run in 5:06:12—Baker Wins Three Prizes—Taub Finishes First.

Although no rain fell the threatening weather of the early morning of Sunday last, the 10th inst., undoubtedly had a deterrent effect on the prospective starters in the annual 100-mile record run under the auspices of the Eastern Division of the Century Road Club Association with start and finish at Floral Park, L. I., the probabilities of riding at least a part of a century in the rain causing many of the road cracks to change their plans for that day.

Nevertheless, as results proved, a good field was started and some very surprising performances were scored. S. Taub, starting with 1 hour 45 min. handicap, won in 5:52:54, excellent time for a rider who has never previously gone beyond 60 miles in ordinary century runs without being in distress. The riding of La Rossa, the time prize winner, is also little short of remarkable. Starting with but three fellow markers on scratch, he rode the first 50 miles in 2:25; within 4 minutes of the world's record for that distance, held by Raymond Nelson, and considered phenomenal at the time when it was established, in 1908. On his final 50 miles La Rossa rode entirely alone and was clocked in 5:06:12 for the hundred; 13 minutes and 11 seconds faster than the previous record made by Jos. G. Kopsky in 1910.

Berthold Baker finished in second position and took second time prize in 5:37:45; in doing so he also upset the calculations of the wise ones by whom he had always been classed as a short distance rider. Baker figured heaviest in the winnings; in addition to the above two prizes, taking a special prize offered to the first rider finishing between and inclusive of the handicap marks of 30 and 75 minutes.

Name and Club.	Hdcp.	Time.
1 I. Taub, C.R.C.A.....	1:45	5:52:54
2 B. Baker, C.R.C.A.....	1:15	5:37:45
3 M. Cigal, C.R.C.A.....	1:45	6:17:40
4 J. A. Olson, C.R.C.A.....	1:45	6:17:41
5 B. Markowitz, C.R.C.A..	1:00	5:39:23
6 Chas. Martin, C.R.C.A...	1:00	5:55:40
7 F. Mehrman, Emp. Cy. W.	1:00	5:55:41
8 G. Steinert, Atlas B. C...	1:00	5:57:23
9 A. R. Cooley, C.R.C.A...	1:00	5:57:23⅕
10 E. Wright, Big Mac B. C.	1:00	6:04:58
11 T. La Rossa, C.R.C.A....	Scr.	5:06:12
12 H. Tholke, Courier C. C.	1:15	6:32:00
13 A. Reitmann, Everg'n,L I.	1:00	6:24:07
13 Hans Mayer, Unattached.	1:15	6:39:07⅕
15 J. Boyes, N. Eng. W....	1:00	6:24:07⅖
16 W. Fuchs, C.R.C.A.....	1:15	6:52:20

Time Prize Winners.

1	Thos. La Rossa, C.R.C.A.	Scr.	5:06:12
2	Berthold Baker, C.R.C.A..	1:15	5:37:45
3	Ben Markowitz, C.R.C.A..	1:00	5:39:23
4	I. Taub, C.R.C.A.....	1:45	5:52:54
5	Chas. Martin, C.R.C.A....	1:00	5:55:40

Special Prize Winners.

To rider breaking 100 mile record, held by J. G. Kopsky at 5:19:23, a gold medal—Won by Thos. La Rossa; time, 5 hours 6 minutes, 12 seconds, breaking former record by 13 minutes 11 seconds.

The first rider finishing from handicap



ISADORE TAUB, FIRST PLACE

marks between 30 minutes to 1 hour 15 minutes, inclusive—Won by Bert Baker.

The first member of the C. R. C. Association finishing—Won by I. Taub.



BERTHOLD BAKER

The first married man finishing—Won by A. R. Cooley.

Honor Cards for F. A. M. Founders.

Dr. G. B. Gibson, secretary and treasurer of the F. A. M., is sending out what is called "Founder's Honor Membership Cards" to those who joined the F. A. M. during the first year, and who are still members of the organization in good standing. Dr. Gibson sends a letter which says: "May this card be a visible link which binds your memory to the periods of the early days of motorcycling when there were but few of us, and to the present time when motorcycles are ridden so extensively." Forty-five who joined the first year have received the cards.

PYE DEFEATS WILEY BEHIND PACE

Night Meet at Newark Gives Stirring Racing—Loftes Leads Amateurs Home—Another Kramer Win.

Despite the cold snap which struck these parts, a large crowd turned out to watch an interesting card at the last night meet of the season at the Newark Velodrome on Wednesday, the 13th inst.

Ernie Pye made his local debut at the motor-paced game and put up a clever exhibition. Although beaten for the start by Wiley, the former Australian sprinter settled down to the work and soon was within challenging distance. In an attempt to go around Wiley, both riders were shaken off, the latter getting away faster in the pick-up. Later Pye made another and successful attempt and went around. Wiley again lost his pace and dropped back for half a lap. Pye continued to gain steadily and in the final mile went around the Syracuse boy again, winning by one and a half laps.

Donald MacDougall again showed his class by leading the pack over in the amateur three mile open, in which Loftes and Cavanaugh took one—two by about two open lengths. Long markers accounted for the places in the half mile handicap for amateurs. A strong field out in front in the two mile professional handicap forced the back-mark men to ride all out to catch them at the bell lap, consequently none of the big train figured in the scores.

The summary:

One mile open, professional—Won by F. L. Kramer; second, P. O'S. Hehir; third, A. J. Clark; fourth, E. F. Root; firth, Alfred Goullet. Time, 2:42⅖.

One-half mile handicap, amateur—Won by Alfred Reiss (75); second, Edward Schoener (70); third, Alex. Hall (70). Time, 58⅘.

Two mile handicap, professional—Won by Fred Hill (140); second, Dave Mackay (180); third, Menus Bedell (130); fourth, W. L. Mitten (110). Time, 3:50.

Three mile open, amateur—Won by Alvin Loftes; second, Frank Cavanaugh; third, Donald MacDougall; fourth, Paul Heidrich. Time, 6:36⅕.

Two mile tandem handicap, professional—Won by Palmer and Jokus (150); second, Ryan and Williams (175); third, Ben Hill and Keefe (200). Time, 3:43⅖.

Ten mile motor-paced match race, professional, Ernest A. Pye vs. George Wiley—Won by Pye, leading at finish one and a half laps. Time, 14:47⅕.

Elgin Race With Excelsior Scouts.

Motorcycles were used with good results in the Elgin, Ill., automobile races last month. A fleet of flagmen were mounted on Excelsiors, in charge of J. S. Woodworth, and they did good work.

Fast Time in Vienna-Berlin Race.

Hans Hartmann and John Wedde were the respective winners in the professional and amateur classes in the great Vienna-Berlin road race, a distance of 598.1 kilometers (about 373 miles), on Sunday, 20th ult. Hartmann's time was 26:46:04, the finish was remarkably close for the distance, the winner in the professional class defeating the second man, Joseph Hubner, by half a length. Hartmann rode the final 30 kilometers on a badly damaged wheel and deserves great credit for his phenomenal performance. The third man, Paul Suter, was clocked in 27:06:14; fourth, Carl Wittig, 27:10:03; fifth, Oscar Wruck, 27:10:03, and in the following order, a length separating each, finished Jacob Meck, Willy Donath, Otto Goetzke and Carl Erdman.

The winner of the amateur class required 28 hours 3 minutes 19 seconds; second, Wilhelm Steiner, 28:10:08, third, Carl Fahle, 28:13:52; fourth, Paul Erle, 29:40:56; fifth, Albert Jahr, 30:03:58.

Leon Georget Again Wins "Bol d'Or."

For the fifth consecutive year Leon Georget won the seventeenth annual Bol D'Or race on the Velodrome Buffalo, Paris, Sept. 2-3. Georget also has to his credit the winning of the race of 1903, the first time he entered this event; he also finished second to "Petit" Breton in the race of the following year. The race is of twenty-four hours' duration, with tandem pace.

Georget, in the twenty-four hours, covered 915.160 kilometers, and was never in danger, winning by a wide margin over the second man, Niedergang, with 841.360 kilometers; third, Cornet, 798.460 kilometers; fourth, Dhulst, 666.160 kilometers; fifth, Shirley, 658.60 kilometers; sixth, Catteau, 590 kilometers.

Walthour Unplaced in Berlin Classic.

At the Olympic track, Berlin, Bobby Walthour was defeated in the Golden Wheel race on Sunday, the 27th ult., after having led for 43 laps. Walthour first had mechanical troubles and then became discouraged and was scored fifth. Janke, in winning the race, which was at 100 kilometers, motor-paced, established a new track record of 1:16:42; following about a half lap was Guenther, who also led Scheuerman by that distance. Stellbrink and Walthour did not accomplish the entire distance.

Early Date for Baltimore Road Race.

Things in Baltimore are stirring generally and the prizes for the Racycle road race to be held Sunday, Oct. 8th, are being received daily. The bicycle and sundries manufacturers throughout the country are helping the club nobly, so far they have donated over twenty prizes and there are yet a few more to hear from. The Racycle boys are endeavoring to make this the best road race of their career, and if a sufficient number of entries are received the club will give either a Racycle or a Tribune bicycle for first place prize. The prizes received to date for the race are one silver loving cup, four pairs of bicycle tires, three saddles, four coaster brakes, two gas lamps and several other small prizes. This will be the first time in the history of the Racycle Club that they will have held their annual race earlier than Thanksgiving Day, but owing to the cool weather and the bad condition of the roads in the late fall the change was made and in the future years the race will be held in the latter part of September.

Has Covered Half of His Long Ride.

F. W. Areschoug, riding a Pierce bicycle, and who left New York May 28th, on his way to Seattle, working here and there as he goes along to pay expenses, left Cleveland September 6th, expecting to make Toledo by Friday evening. Areschoug is a member of the New England Wheelmen, of New York. The only accident of the run was a broken front rim, due to skidding in a muddy road. To date his cyclometer shows 1,700 miles. Areschoug visited the Goodrich factory at Akron on a little side trip from Cleveland, and equipped his machine with a new set of Goodrich tires, and incidentally to put on a Goodrich pennant. He also visited Elyria and Lorain before leaving for Cleveland.



F. W. ARESCHOUG

California Club Issues Challenge.

As a result of their numerous successes during the season which has just about come to a close the New Century Wheelmen have issued a challenge to any club on the coast to meet them in a race for one, two or three men pursuit teams, the race to be ridden at the Stadium, from 5 to 20 miles, or even unlimited. The Garden City Wheelmen of San Jose are preferred by the New Centuries, but they do not bar any club.

The Centuries won the Lissner trophy from the Bay City Wheelmen on July 30th and two weeks later successfully defended the cup against the Acme Wheelmen of Oakland. Last Sunday at the Stadium the New Centuries won the Berg trophy, defeating the Garden Cities and Acmes in a 50-mile relay race.

Captain W. B. Steiger of the Centuries deserves considerable of the credit for the success of the team this season. He has handled the riders well and had them in the best possible shape for the different races. Among the crack riders on the team are R. R. Bush, W. Hammitt, A. Sangalli, A. Born and E. Costello.

Rain Halts "Wheel About the Hub."

For the first time in the 19 years of its annual recurrence the "Wheel about the Hub" of the Boston Bicycle Club was interfered with by rain. The ride, the 456th called run of the oldest club in America, started as per schedule from Warren street and Walnut avenue, Boston, on Friday morning, 8th inst., with 30 participants, under the command of Captain W. G. Kendall.

Charles K. Alley, one of the members, answered the call issued about two weeks ago by reporting in person from far off Pasadena, Cal. Others came from New York and other cities not so far away from the center of culture.

In the party were Dr. W. G. Kendall, William R. ("Happy Days") Pitman of New York, George B. Woodward, the first president; Allen W. Swan of New Bedford, Dr. T. H. Willard of New York, Milo M. Belding of New York, Charles F. Cossum, Fred Attwater of Bridgeport, Alvah G. Fisher of Hartford, W. H. Hall of New Haven, George L. Cook of Providence, Thomas P. Himes, C. J. Obermayer and Kenneth Woodward of New York, Charles K. Alley of Pasadena, Cal., and W. W. Stall, Theodore Rothe, Abbott Bassett, Charles D. Copeland, William M. Frisbie, Augustus Nickerson, J. Rush Green, F. J. Stark, Charles W. Reed and Quincy Kilby of Boston.

The trip of the first day was through the blue hills, and among the beautiful suburbs of Boston to Sharon, where the night was spent after a day's ride of about 30 miles during which every minute of the time was filled with fun and frolic, topped off with a dinner suitable for the occasion at Tudor Farm.

On the morning following the route as planned lay through Canton Center to Cedar Lodge and Weymouth to Hull where the second night's stop was scheduled. But Saturday morning found progress on bicycles impossible and with no signs of let-up in the steady downpour of rain the run was regretfully abandoned and those using wheels were taken aboard the automobiles in which some of the members took part and all were taken to the Pemberton Sun for dinner and thence to Boston.

46,370 Prospective Harley-Davidson Buyers

SINCE the inauguration of our big advertising campaign this spring, we referred 46,370 inquiries to Harley-Davidson dealers up to September 1st. That's one of the many good reasons why dealers who took up the Harley-Davidson this year got into action so quick. But we didn't stop when the inquiry was turned over to the dealer. We followed up these prospects with strong convincing literature, until we learned the inquirer had been sold or until he was reported as a "dead one," in other words, a "catalog hunter."

Every Harley-Davidson dealer is a successful motorcycle dealer, and what is more, they have not had to wait six or eight years to establish a business before reaping legitimate profits. The Harley-Davidson's reputation is a KNOWN QUANTITY and that is their strong hold.

Down in Clayton, a little town in Indiana, our dealer sold 23 Harley-Davidsons within two months after taking up the agency and 52 up to date.

In Eaton, Ohio, our dealer has sold 9 machines in three weeks with prospects for selling as many more in the next three weeks. Incidentally not a machine of another make has been sold in Preble County in which Eaton is located, since the first Harley-Davidson put in its appearance.

In Stockton, Cal., 34 Harley-Davidsons have been sold in less than three months in a town where there was never a Harley-Davidson owned before.

In Cambridge, Wis., a live young dealer took up the agency this summer and sold 21 machines while not one machine of another make was sold there this summer.

You ask, why are these almost immediate successes possible? Simply because the Harley-Davidson is designed right, and built right, and because the Harley-Davidson sales and advertising organization exists for the sole purpose of helping its dealers to sell more Harley-Davidsons.

HARLEY-DAVIDSON MOTOR COMPANY

991 L Street **Milwaukee, Wis.**

Recent Patents

984,250. Sheet Metal Piston for Reciprocating Engines. Henry Wiesner, Chicago, Ill. Filed Aug. 3, 1910. Serial No. 575,214.

1. A piston for reciprocating engines, comprising a sheet metal shell smaller in diameter than the bore of said engine, a piston head on said shell and of an external diameter corresponding to said bore, a series of bands on the outside of said shell in spaced relation, rings in the spaces between said bands, and a band at the lower end of said shell of a diameter corresponding to the diameter of said bore.

986,596. Crank Hanger. Murray Schenck. Middletown, Ohio, assignor to The Miami Cycle & Manufacturing Company, Middletown, Ohio. Filed May 5, 1906. Serial No. 315,433.

1. In a crank hanger, the combination with a bearing unit comprising two ball-bearings and cranks extending substantially in the plane of the bearings, of means for adjusting said bearings from the exterior of the crank hanger without disturbing other parts of the mechanism.

986,684. Speedometer Supporting and Driving Mechanism. James H. Bullard and Edwin W. Bullard, Springfield, Mass. Filed April 9, 1908, Serial No. 426,015.

1. The combination, in a cycle, with the front fork, a supporting wheel mounted between the arms of said fork arms, and a handle at the top portion of said fork, of a gear mounted on one face of such wheel, an adjustable bracket mounted on the same center with the wheel, a gear adjustably supported by said bracket and adapted to mesh with the wheel gear, a shaft arranged to revolve with the bracket gear, and a speedometer mounted on the said handle and in engagement with said shaft.

Every Live Dealer Sells
DUCKWORTH CHAINS
Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.
DUCKWORTH CHAIN & MANUFACTURING CO., Springfield, Mass.



How to Satisfy Your Customers and Make Money



The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

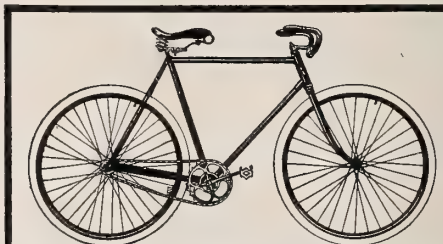
YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.



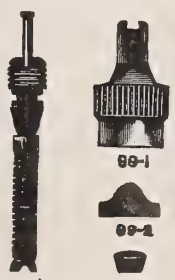
The Consolidated Mfg. Co.
1709 Fernwood Avenue TOLEDO, OHIO
F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors
We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



SCHRADER UNIVERSAL VALVE
(Trade Mark, registered April 30, 1895.)

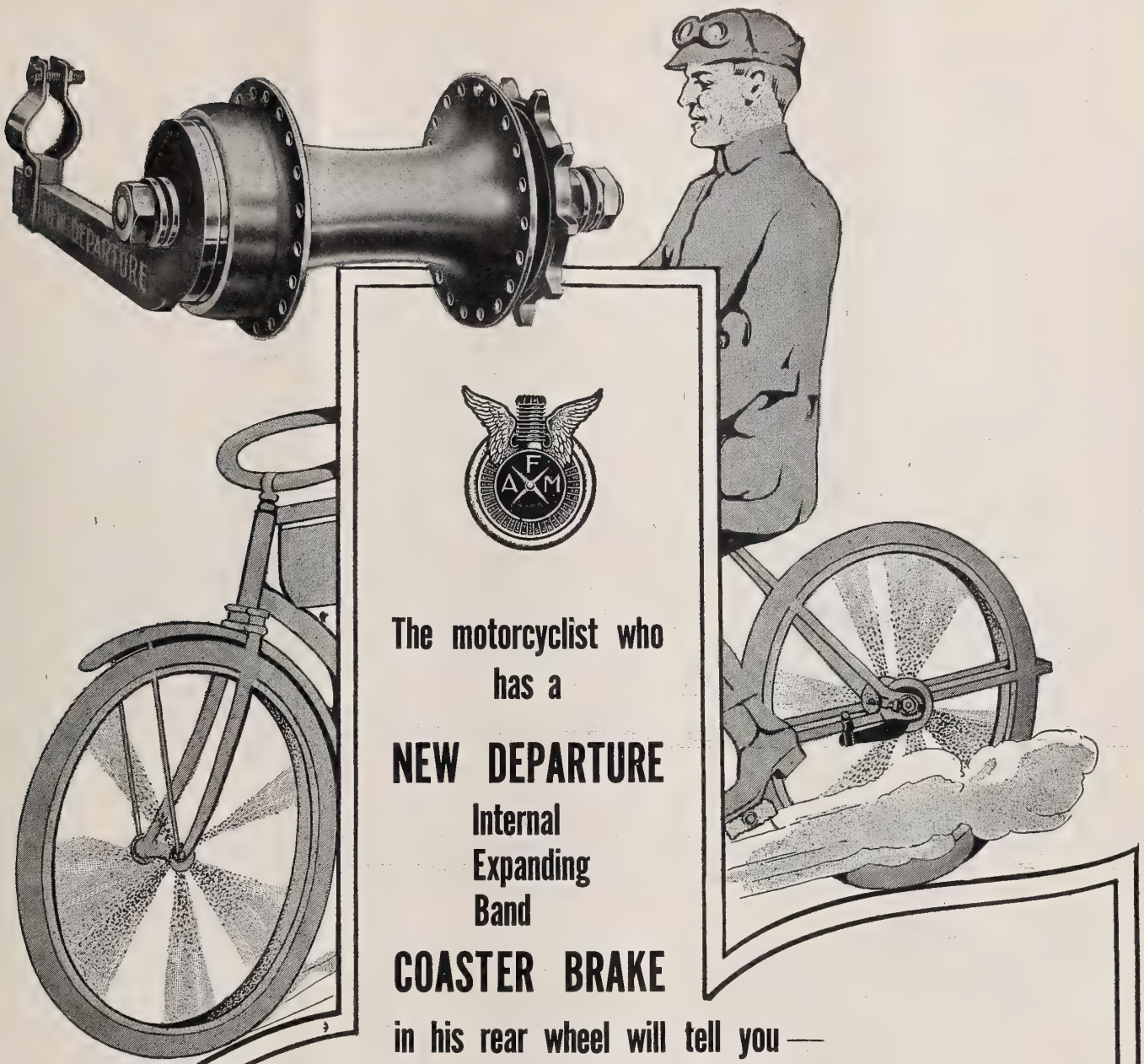


NOTICE Manufacturers of Bicycles, Jobbers and Dealers:
In order to facilitate the obtaining of
PARTS of the Schrader Universal Valve
we have concluded to sell parts only to the general trade.
Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.
Manufactured by
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The motorcyclist who has a

NEW DEPARTURE

Internal Expanding Band

COASTER BRAKE

in his rear wheel will tell you —

It never fails to operate satisfactorily.

It is the most reliable part of his machine.

It has more power than he ever really needs — he can stall his engine with it.

It is strong to the point of indestructibility.

It has proven it's success.

Among all the motorcyclists who attended the big Buffalo F. A. M. meeting and whose machines were equipped with New Departure Coaster Brakes all reported the brake as giving excellent service and fulfilling all claims made by it.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

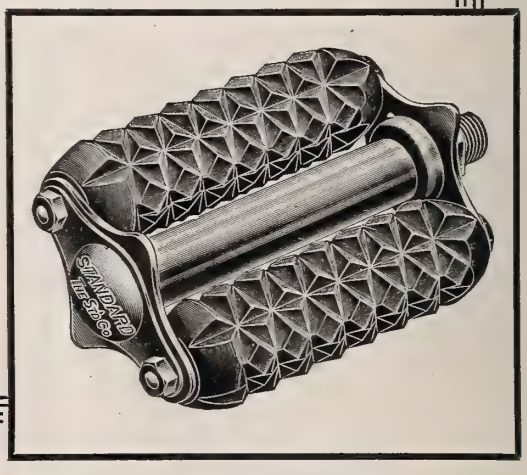
Coaster Brake Licensors

"Pretty Soft!" Yes, indeed. That's the way they are intended to be. Those big, generous, easy rubber cushions, with deep corrugations are a distinguishing feature of the

No. 3 Standard Motorcycle Pedal

They are velvet to the feet. The pedals sell for $3 per pair.

SEND FOR DESCRIPTIVE CIRCULARS



Emergency Axles, Sager Motorcycle Toe Clips, Diamond E Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.

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Torrington, Conn.

EMBLEM Motorcycles AND BICYCLES

Get Our 1912 Proposition It Is Alright

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ANGOLA - (Erie County) - NEW YORK



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

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Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

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Jewel Mica Spark Plugs

Insure Reliable Ignition for Any Distance

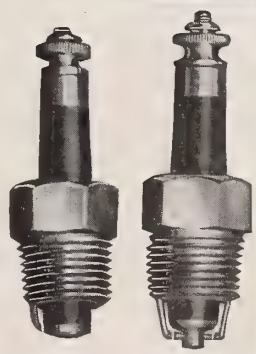
UNBREAKABLE and unaffected by moisture or oil, they never short circuit and last indefinitely. Easily taken apart and cleaned in an instant. Greater power and greater speed are obtained by their use. Can be made in any standard style for motorcycles. Double pointed for magneto; single pointed for battery and coil. Pittsfield Plugs have never failed to give satisfaction. **They are indispensable to the motorcyclist.**

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Pittsfield Motorcycle Spark Coils are as perfect in their make-up as the Plugs. Write to-day for our catalog.



Battery Plug $1.00 Magneto Plug $1.25

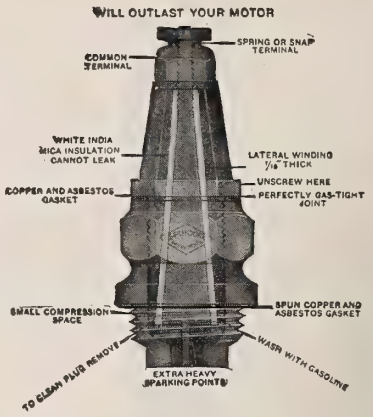
A CLEAN SWEEP

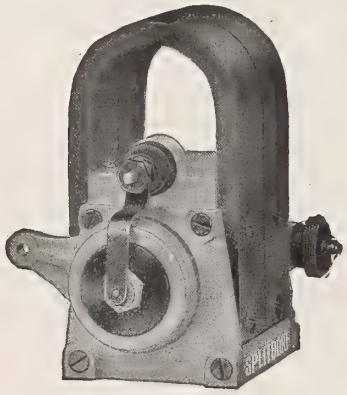
Splitdorf Motorcycle Plugs

On Every Winner at Riverview Park, Chicago, August 9

Arthur Mitchell on a Merkel fitted with SPLITDORF Plugs made a new five mile record for the course, covering the distance in 3.34, at about 85 miles an hour.

All the crack riders use SPLITDORF Plugs.





Splitdorf Motorcycle Magneto

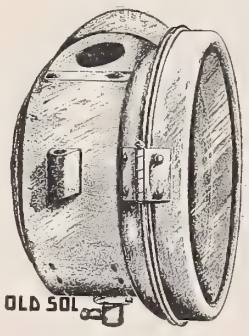
Gives the same Perfect Ignition which has made the SPLITDORF product famous everywhere.

If you want satisfactory service every day specify SPLITDORF Magneto and Plugs for your mount.

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Your Opportunity, Mr. Dealer

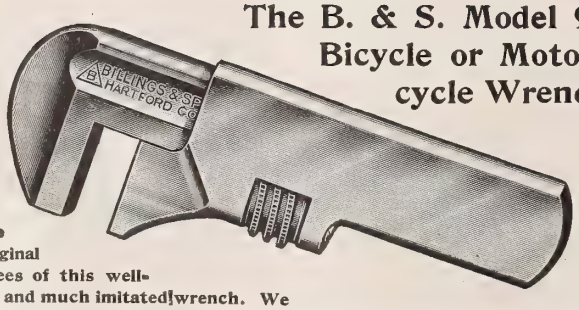
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We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

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Safest **Strongest** **Surest**

The MUSSELMAN Air-Cooled Motor Brake

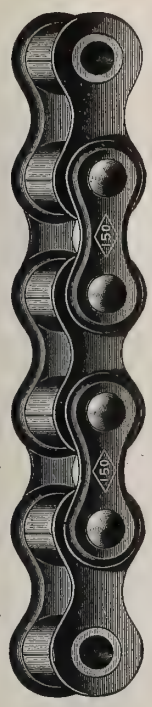
"As Powerful and as Certain as an Air Brake"

Runs as free and easy as an ordinary hub. Costs no more than the other kind. Send for full description.

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Licensed Coaster Brake Manufacturers

DIAMOND CHAINS

For Bicycles and Motorcycles



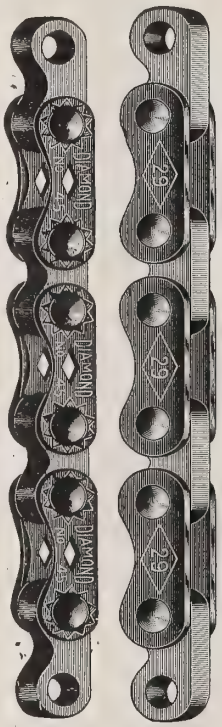
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of the motorcycles to receive awards in the Six Day Trials held in England — one of the most important motorcycle competitions — were Bosch-Equipped.

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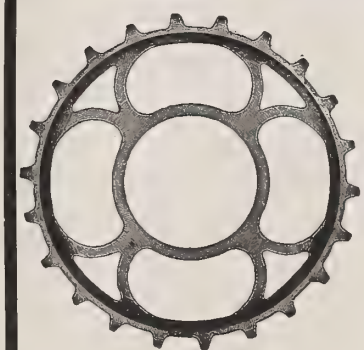
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are the Strongest, Safest, Best. Corrugated tread and studded tread.

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PRESSED — FLAT

GREATEST VARIETY OF MODELS

All sizes for Bicycles, Motorcycles and Coaster Brakes.

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ACT QUICKLY!

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It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

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With the bicycle season here in full swing, every bicycle sundries store and repair shop should have a full supply of NEVERLEAK, the wonderful Tire Fluid which automatically heals punctures without the rider even knowing he has one.

Write to-day for the special "Tip-Top" offer on NEVERLEAK. This gives you a lower price and twice the usual number of premium certificates. It's a big winner every way. Write to your jobber about it, or direct to

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Reliance

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Sparks in Water

Take less battery power than any other plug.

Are absolutely proof against soot in any form. Dirty motors won't affect them. Patented electrical action destroys soot fast as deposited.

Carbon does not affect them. No cylinder knock means longer life to your motor.

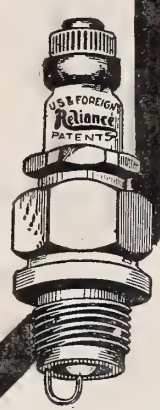
Gives HOT concentrated spark. Means more power—greater fuel economy.

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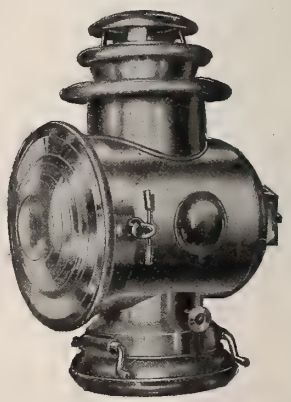
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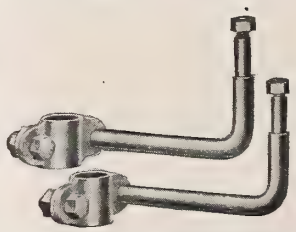
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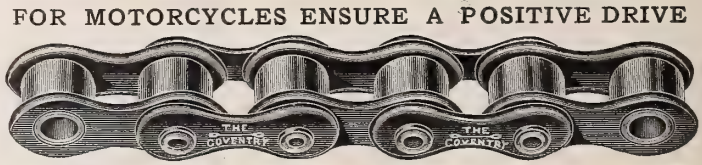
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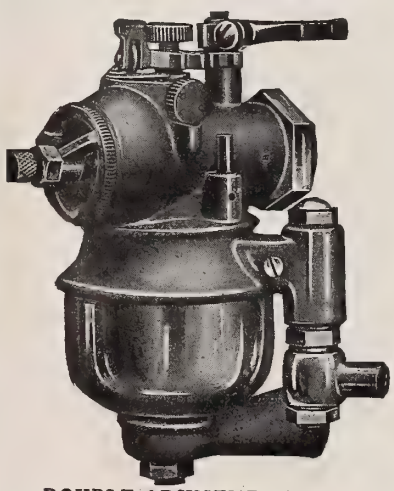
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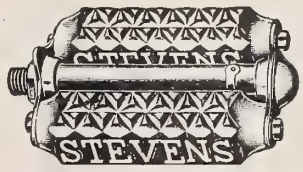
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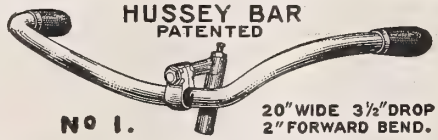
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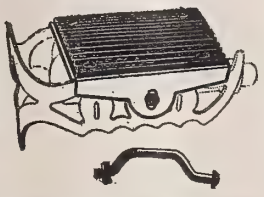
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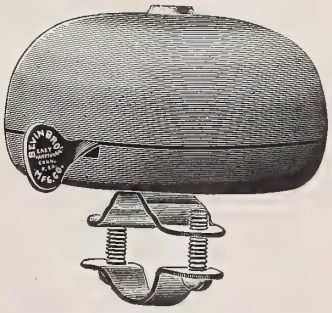


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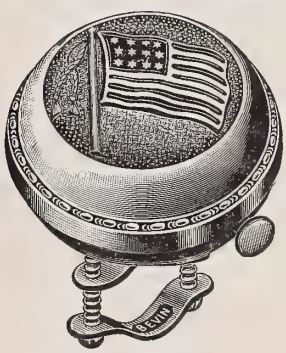
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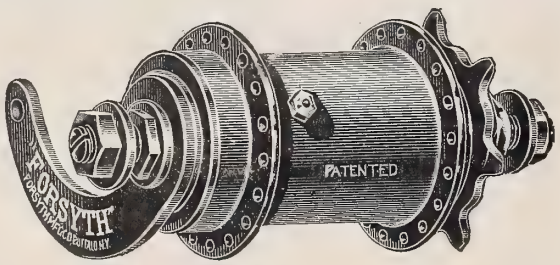
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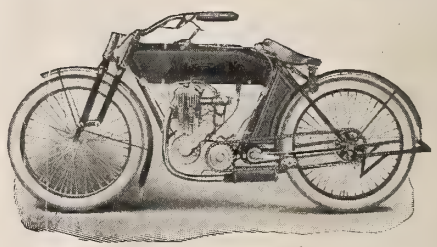
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